


REA Beginning Experimental  
**Container Service** Between  
New York and St. Louis . . . . p. 20

April 17, 1961

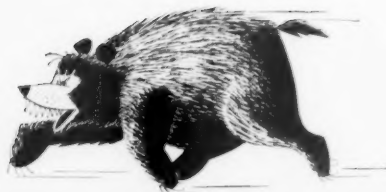
# RAILWAY AGE WEEKLY



U.S. Steel's Mullin (right) and Claypoole:  
Planning to tap the covered hopper market with a kitchen-clean stainless steel car that weighs less, cuts corrosion . . . p. 16



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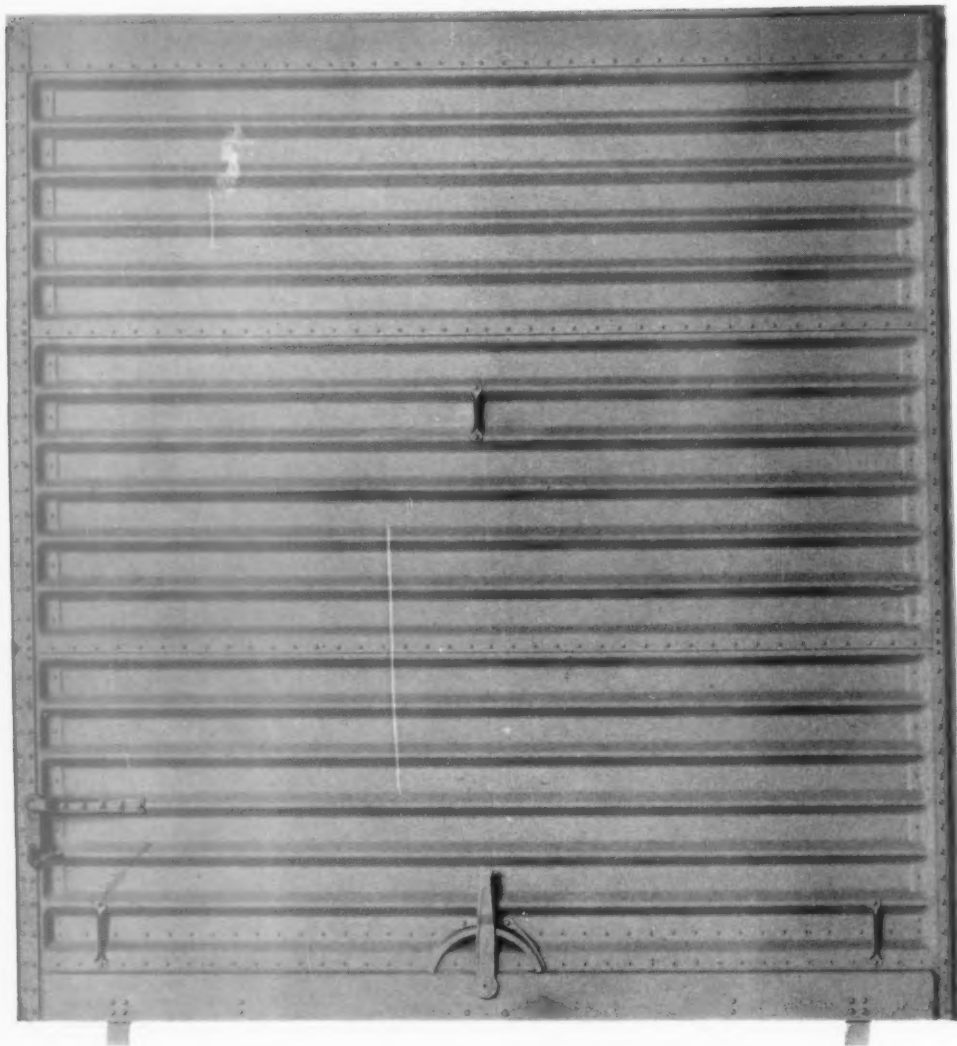
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April 17, 1961 • Vol. 150, No. 16

**Canada seeks less RR control**

Two years of study by a Royal Commission have brought forth recommendations for subsidies to aid railroads until more freedom can be granted. . . . . **p.9**

**Needed: Efficient transportation**

Salzberg Lecturer Stuart Saunders and panelists preceding him on a Syracuse University transportation program were unanimous in calling for transport efficiency . . . . . **p.10**

**New stainless steel used in covered hopper**

The car, built for U.S. Steel by Pullman-Standard, will be tested first on the Southern Pacific. It will operate on other roads later . . . . . **p.16**

**REA tests experimental container service**

The experiment, being run on the Pennsylvania, will involve two different styles of small containers handled by specially tailored piggyback cars . . . . . **p.20**

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The sales-and-service revitalization begun 18 months ago is almost complete. The road believes its sales operation is stronger—and costs less . . . . . **p.24**

**Radio helps T&P increase its sales**

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The 300-ton-capacity unit cost \$110,000. Its first job was hauling a 535,000-lb General Electric turbine from New York to the West Coast . . . . . **p.37**

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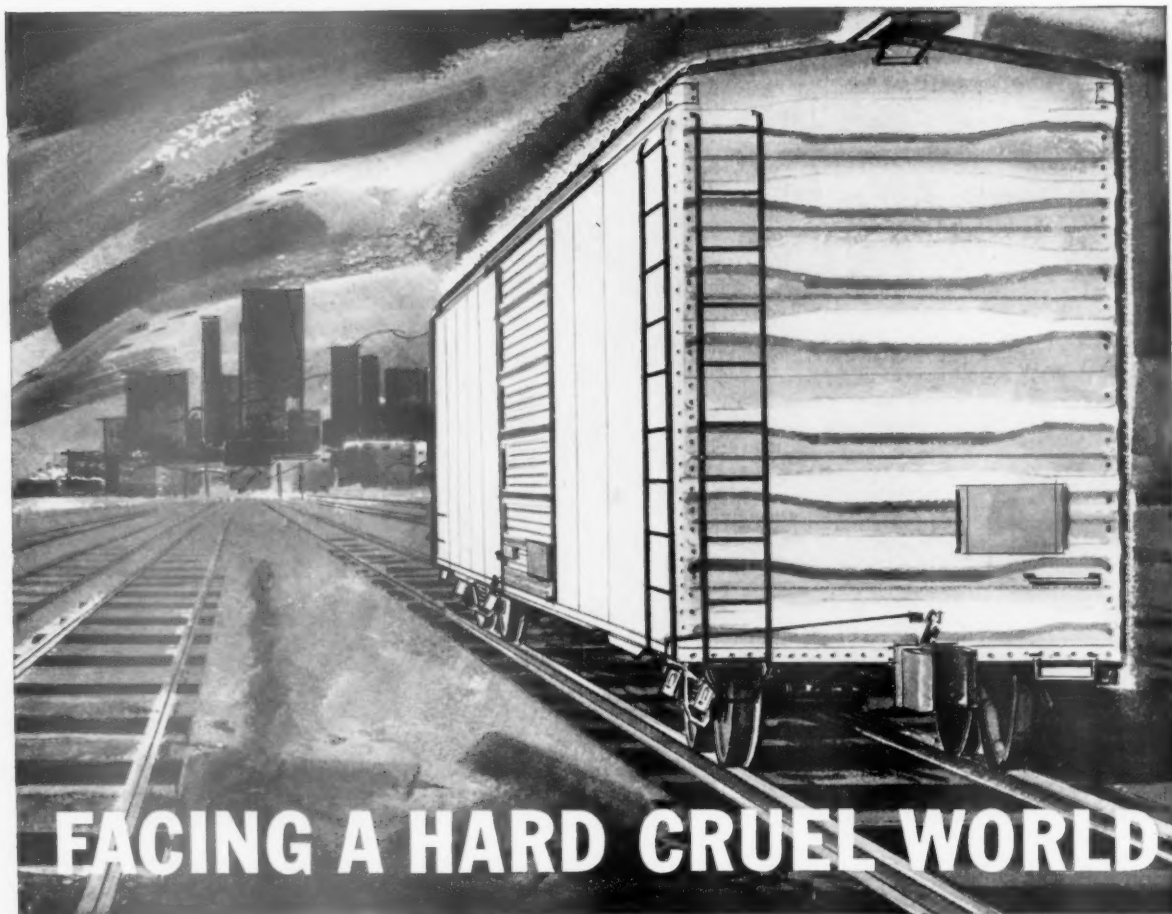
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## Senate group told of piggyback progress

A Senate subcommittee hearing at Cheyenne, Wyo. was told by a variety of witnesses that piggyback represents progress—and should not be halted ..... p.56

## RRs cross-examined on rules

For the first time, counsel for unions representing operating employees cross-examined management witnesses at last week's work-rule hearings ..... p.59

## The Action Page—'Jim Crow' regulation

The Supreme Court has ruled against various forms of discrimination. Who will do the same favor for transportation's "second-class citizens"? ..... p.62

Short and Significant

## Frisco is currently running tests . . .

on the 119-ft Auto-Porter, the bi-level, articulated auto car developed in Germany and recently exhibited in the U.S. by North American Car.

## North American Car and NYC . . .

are testing General Motors Diesel Ltd.'s new Portager, a 44-ft four-wheel flat adaptable for either trailers or containers.

## A \$20-million deficit for February . . .

is estimated for Class I roads by AAR. It builds the two-months' loss to \$27 million. Comparable year-earlier results were net incomes of \$25 million and \$55 million, respectively.

## Railway survey is under way . . .

from Grimshaw, Alta., to Great Slave Lake, according to Canadian government sources. Taking off from the Northern Alberta Railway, the new line would be 437 miles long.

## Current Statistics

Operating revenues	
2 mos., 1961	\$1,367,546,547
2 mos., 1960	1,563,912,129
Operating expenses	
2 mos., 1961	1,170,140,327
2 mos., 1960	1,254,767,533
Taxes	
2 mos., 1961	142,606,243
2 mos., 1960	168,253,956
Net railway operating income	
2 mos., 1961	Def. 8,877,379
2 mos., 1960	85,821,736
Net income estimated	
2 mos., 1961	Def. 27,000,000
2 mos., 1960	55,000,000
Carloadings revenue freight	
13 wks., 1961	6,383,184
13 wks., 1960	7,576,749
Freight cars on order	
March 1, 1961	18,429
March 1, 1960	46,323
Freight cars delivered	
2 mos., 1961	5,473
2 mos., 1960	7,900

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# Canada Seeks Less RR Control

► **The Story at a Glance:** A Royal Commission has completed a two-year study of railway conditions in Canada. The first of three reports was released in Ottawa last week. The remaining two, dealing with specific problems and results of special studies, are due shortly.

This first report proposes action to aid the railroads in four areas: uneconomic passenger service, unprofitable lines, statutory rates on export grain and free transportation.

Federal subsidies are proposed during an interim period while final changes are being made. Most of these payments would scale downward and eventually terminate.

Canadian railroads last week were reserving comment on the report, pending detailed study.

The Canadian Royal Commission headed by M. A. MacPherson came close to meeting its deadline. It had been asked to complete its studies six

weeks ahead of the May 16 strike deadline set by non-operating employees.

Last Monday in Ottawa, with the deadline 35 days away, Prime Minister Diefenbaker released the first of the three volumes which will comprise the commission's report.

The commission's findings, at least in broad outline, will sound strikingly familiar to many U.S. railroaders. After receiving more than 22,000 pages of testimony and evidence from 131 witnesses, the commission drew these conclusions:

- Competition is now a fact of life in Canadian transportation, and
- Troubles (on Canadian railroads) stem largely from burdens imposed in the past when the railways held a virtual monopoly in transportation. These burdens have been carried over into the present competitive era.

The initial step toward solution of today's transport problem in Canada, the commission says, is to ease the

restraints placed upon the railroads years ago. Justified in a monopolistic environment they may have been; but in the present era these restraints create distortions in services and facilities and inequities in freight rates.

(It was, in part, a freight rate crisis which created the early deadline for the commission's report. The non-ops sought a 25-cent wage increase in 1960. A conciliation board recommended a 14-cent boost. The railways rejected the finding, saying they could not pay the increase from present earnings. The unions then set the May 16 strike date after Parliament passed a law postponing a walkout until May 15. The present report, if adopted, may thus provide a basis for settlement of the wage dispute in addition to broader questions.)

In any case, the MacPherson commission suggests the time has come to modify old laws and public attitudes concerning railways, and it offers a

*(Continued on page 57)*

## Lucky Canada—An Editorial

The Royal Commission on Transport in Canada, which has been studying the country's transportation problems for a couple of years, has come along with the preliminary and most important part (i.e., the conclusions) of its report.

Outstanding among its findings are: (1) a recommendation that the government indemnify the railways during a period of five years for services which do not pay their way; and (2) the conclusion that transportation agencies should have practically full liberty to compete for traffic.

Canadians enjoy the privilege of kicking their government around—just as Americans do—so probably there will not be unanimous approval of the Royal Commission's findings by all the Canadian people. When we look at this report from the framework of conditions in the U.S.A., however, all we can think of is how fortunate Canadians, and the Canadian railways, are to have public officials of such a high degree of

enlightenment and rationality.

The indemnity the Royal Commission recommends would start out at around \$98,000,000 the first year and taper downward for a period of five years (i.e., to compensate for passenger and branch line losses and rates held to a compulsory red-ink level). An indemnity of that magnitude represents about 8.5% of the gross revenue of Canada's two principal railways—hence is the equivalent of what an indemnity of \$810,000,000 would be to Class I railroads in the United States.

A Royal Commission in Britain or Canada is a body of stature, whose recommendations are usually taken seriously. South of the border, the all-too-frequent governmental practice is to appoint a study group—not with the purpose of getting a realistic answer to a tough problem, but as a tactic of diversion, a substitute for honest action.

In the United States we have the spectacle of the chairman of the Senate Committee on Interstate Com-

merce making frequent speeches and statements, indicating his belief that our rate-making law—Sec 15 a (3)—is too liberal (or that the ICC is interpreting it too liberally) in allowing the railways to compete for traffic. Meantime, in Canada, a Royal Commission is saying railways should have more freedom in rate-making than they have—which is already infinitely more than that permitted to U. S. railroads.

Adding to the concentration camp atmosphere that government in the United States has set up around the railroads is a decision by ICC's Division 2, forbidding the railroads to make competitive rates (with barges) on newsprint into Houston. Division 2 favored the barge operators as the "low cost carrier," achieving that by omitting investment and maintenance costs on the waterways used.

The result is obviously anti-economic and unjust. Canada's officialdom seems to be blessed with clearer minds than ours.

# Needed: Efficient Transportation

► The Story at a Glance: N & W President Stuart T. Saunders received the annual Harry E. Salzberg Medal award for distinguished service in transportation at Syracuse University on April 10—and, in the paper which he presented on the occasion, held up the objective of a "trim and highly efficient transportation system" as prerequisite to adequate national defense and economic growth.

Preceding the award of the medal (presented by S. U. Chancellor W. P. Tolley), there was a panel discussion of "Railroads in the 1960's"—participants being P&LE President John Barriger, Professor Ernest Williams (Columbia), U. S. Freight President Morris Forgash, and Railway Age Editor J. G. Lyne. AAR vice-president Philip Hollar was moderator.

For America to hold her own in competing for world trade, Mr. Saunders said, internal transportation must be of high quality and low cost. We are now spending 20 per cent of our gross national product on transportation, and economy is in order. In this situation, strong railroads are indispensable—from the standpoint of capacity as well as efficiency. The question is whether the railroads are going to be self-supporting under private enterprise, or operated by government at public expense.

The decision on government ownership—one way or another—must be made now, the N&W chief executive insisted; and the only alternative to such public ownership is swift solution to the railroads' current pressing problems. Responsibility for solving these problems rests on railroad management, railroad labor and the public.

"The favorable attitude of the ICC toward rail unifications offers management an important opportunity to solve some of the problems that have been plaguing the industry for years and preventing it from realizing its full potential," Mr. Saunders said.

"Terminal and gateway costs, which account for a third of the money and two-thirds of the time involved in a long-haul freight car movement, would be greatly reduced. The merged companies will be able to tailor their services better to fit the needs of shippers.

"Railroad management has an important role to play in devising sound and fair solutions to problems that might otherwise impede progress toward greater railroad unification. In this undertaking, management must have the cooperation and understanding of the labor organizations and the employees

they represent, as well as public support. With transportation conditions changing at breathtaking pace, it is absolutely vital that closer and more sympathetic communications be established between management and labor."

Mr. Saunders also emphasized the need of railroads to diversify their operations, as practically all other successful businesses do as a matter of course; and pointed out the public interest in allowing railroads to provide

service by other transport modes.

Professor Williams warned that the transportation situation is not good and is becoming worse. He said that all forms of common carriers except pipelines are in trouble (losing traffic to private and unregulated carriers); that transportation capacity is overextended; that undue dispersion of available tonnage is resulting in inefficiency; that traffic is not being directed into channels. (Continued on page 58)

## Locomotive Monopoly Charged

General Motors Corporation was indicted by a federal grand jury in New York last week on charges of using its economic power illegally to monopolize the manufacture and sale of railroad locomotives.

Attorney General Robert F. Kennedy in Washington announced the return of the indictment, which charged GM with having violated Section 2 of the Sherman Antitrust Act. Two competitors—Baldwin-Lima-Hamilton Corp. and Fairbanks, Morse & Co.—were driven from the market, the indictment charged.

The indictment had a list of several ways in which GM allegedly forced railroads to buy locomotives built by GM's Electro-Motive Division. The list, as summarized in Attorney General Kennedy's announcement, included:

Routing rail shipments to favored purchasers of GM locomotives and withholding or reducing shipments from lines which purchased locomotives from GM competitors.

Building plants, warehouses and storage areas near lines of railroads for the purpose of persuading those roads to purchase GM locomotives.

Financing the sale or lease of locomotives on terms its competitors could not match.

Participating in formulation of locomotive specifications for use in obtaining competitor bids which prevented other manufacturers from competing.

Selling locomotives at a loss in segments of the market where it had competition.

The indictment asserted that GM increased its share of the locomotive business from 47.1% in 1946 to 84.1% last year. Meanwhile, Alco Products, Inc.'s share dropped from 39.7% to 13.1%, and Fairbanks, Morse and B-L-H dropped out of the field, the indictment also said. An-

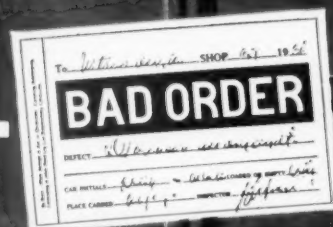
other allegation was that General Electric company has not yet sold a [high-hp-domestic] diesel locomotive, although it announced a year ago that it would enter that field, having previously built only electrics.

As to traffic, the indictment said GM is possibly the country's largest shipper. Its shipments for 1959's first nine months were put at 11.7 million tons and the total of freight charges then paid was put at \$211.2 million. The indictment also said that GM built 17,343 diesels with a sales value of \$2.7 billion during the 1946-1959 period. The attorney general's announcement closed with this statement:

"The maximum penalty for this alleged violation of the Sherman Antitrust Act is a \$50,000 fine. Besides this penalty, a final judgment of conviction would be prima facie evidence against a defendant in any suit for damages by injured parties. It also would establish liability in any civil suit brought by the United States to secure relief against the asserted monopolization."

Meanwhile, Frederick G. Donner, GM chairman, issued a statement in Detroit which said, in part: "It is difficult to understand why after so many years of business operation by General Motors in this field, with so much data and information known to and available to the government, it should now file this proceeding . . . [which] may well cause business to pause before undertaking the many risks of embarking on a new business venture, such as was the development and manufacture of the diesel-electric locomotive . . . General Motors is proud to stand on its record in the development, production and sale of diesel-electric locomotives, which demonstrate a major contribution to the railroad industry and to the transportation economy."

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# Kennedy Plans Rx for Transport Ills

President Kennedy plans to recommend cures for surface-transportation's ills. This was revealed in the President's message on regulatory agencies, which went to Congress last week.

"In the field of surface transportation," the message said, "efforts are being made to work out positions that the administration as a whole should take towards the many remedial measures that have been and are being suggested with respect to its ills. The results of all these efforts will naturally be put before the Congress with such recommendations as they may contain."

Aside from specific recommendations to reduce the Federal Power Commission's backlog of work, the regulatory-agency message was largely a statement of the President's view of how these agencies should organize and function. Non-conforming agencies would be brought into line through re-organization proposals which the President plans to submit to the Congress.

The principal effect of such implementation on the ICC would be to transfer from the Commission to the President the power to appoint the Commission's chairman. This pro-

posal had been anticipated, since it was recommended in the so-called Landis report prepared and submitted by the President's special assistant, James M. Landis.

The only other important effect which implementation of the message would have at the ICC would be an increase in the Commission's power to delegate work to its members and staff. There is nothing in the message about the Landis report's recommendations that an office for the development and coordination of transportation policy be created within the executive office of the President.

---

## WATCHING WASHINGTON WITH WALTER TAFT

● **THE RAILROADS' SHARE** of 1959's intercity freight business, as measured by ton-miles, turned out to have been less than the 45.44% reported in the latest ICC annual report (RA, Feb. 13, p. 50). That preliminary figure has now been revised down to 44.47%. The drop below 1958's 45.98% thus becomes more than a percentage point.

**THE REVISION** also shows that truckers, including private truckers, handled more of the 1959 business than the previously-reported 21.98%. Their share was 22.28% compared with 21.03% in 1958. Other gains were reported by pipelines and air carriers, but water carriers, like the railroads, were relative losers.

**TOTAL BUSINESS** of the railroads in 1959, of course, was above that of 1958, the increase having been 4.25%. Their slippage is explained by the greater percentage increases in ton-miles handled by trucks, air carriers and pipelines. Those increases were 12.9%, 11.57% and 7.43%, respectively.

● **MEANWHILE**, however, much room for competitive rate-making remains available to the railroads. That's emphasized again by figures indicating that the truckers' ton-mile "take" in 1959 was more than four times the rail average.

**FOR-HIRE TRUCKERS**, common and contract carriers, then got a weighted average of 6.183 cents per ton-mile while railroads were collecting only 23.4% as much—1.445 cents. These are calculations of the ICC's Bureau of Transport Economics and Statistics which also shows that the spread is even greater when the rail average is compared with the average "take" of common-carrier truckers. That was 6.277 cents in 1959, the contract-carrier average having been 5.39 cents.

**THIS SPREAD** is what students of the rate structure consider an area of opportunity for the railroads. It spotlights the truckers' vulnerability to tailored rate-making calculated to build volume and thus maximize railroad net earnings. This assumes that such railroad undertakings are not thwarted by regulatory authorities, as they have been in some cases.

● **RAILROAD DRIVE** for legislation to levy adequate user charges on publicly-provided waterways will be opposed by the coal industry, usually an ally of the railroads. The National Coal Association has advised the National Waterways Conference that it will join the fight against pending proposals to collect tolls from waterway users.

**THE COAL ASSOCIATION** said it took this position because it has an obligation to oppose legislation which might add to the delivered cost of coal. In further justification of that position, NCA's president, Stephen F. Dunn, cites opinions of association directors who feel that user charges "would not, in the long run, actually aid the railroads, since a lessening of river traffic in general and coal traffic in particular would inevitably produce a deterioration in the many communities dependent thereon."

**WATER CARRIERS**, as represented by American Waterways Operators, have welcomed their new ally, calling NCA a "highly respected and responsible organization," and hailing its position as a "forthright stand which will go a long way toward helping win the fight against tolls. Meanwhile, NCA President Dunn says the association "believes in and will support other measures to relieve the railroads from the discriminatory taxes and burdens which hamper the efficiency of their operations."



## 'Paperwork' Efficiencies Help CNJ Cut Costs

The Central Railroad Company of New Jersey is saving hundreds of thousands of dollars a year as a result of its thorough overhaul of railroad paperwork procedures.

Jersey Central initiated the program three years ago. Accomplishments to date: The number of inter-departmental reports has been reduced by 60%. Time-saving forms have replaced letters for a variety of communications. And among the by-products is a newly combined purchases and stores operation.

Early in 1958, CNJ President E. T. Moore launched an inquiry into the value of the road's paperwork. He named a committee of three to find out if the value received was worth the cost.

These three—Secretary and Treasurer R. E. Teston, chairman; Manager of Personnel E. M. Hart; and Office Manager C. J. Kureck—started at the president's desk. And from the president's office the committee—officially the Committee on Systems and Methods, but more often called the "Paperwork Committee"—carried its investigation into every department of the railroad. With it, the committee carried Mr. Moore's delegated authority and complete cooperation.

Each department was required to submit a complete record of a representative week's performance prior to the committee's visit. Department heads evaluated any reduction in clerical effort as a result of the elimination of reports and other paperwork.

Other improvements included the replacement of formal letters with forms. For instance, recommendations now reach the president or other officers with sufficient copies properly marked so that it is a simple matter for the approving officer to transmit a copy of the approved recommendation where needed.

The payment of bills is another area in which changes were made. Payments for small amounts, as an example, have been put on a less frequent basis.

Some operating changes have also been made. One of these is the consolidation of the purchasing and stores department. The purchasing department, which had formerly operated out of New York City, is now located at the railroad's main store at Elizabethport, N. J. This has helped to reduce inventory, a program on which the CNJ has been embarked for some time.

In the words of Mr. Hart: "We have eliminated things not necessary; re-evaluated things that were necessary; and streamlined the operation to provide greater efficiency."

# "Call FOSTER for track... PLUS"



Whether you call for a big shipment of "high iron" or a single guard rail, Foster gives you track "plus"—all the rail you need, and all the accessories and tools to complete the job.

You can get any standard rail sections including lower-cost Foster Quality Relayers, frogs, switches, tie-plates, accessories, tool cars and dollies, hand tools, gauges, levels and other track items including CRANE RAIL. We will also supply steel-sheet piling and construction products for maintenance-of-way.

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## *Faster From Foster*

Pipe • Piling • Rail

*Rising railroad operating costs demand...* **an  
immediate**

Railroad management, exploring avenues to lower operating costs and adequate profits, is forced by limited capital to choose those which offer the most immediate results, the best return. One such area for high return is motive-power costs, and here the ALCO 251 engine provides the immediate solution.

Five years and 200 million miles of operation have shown that the 251 can immediately lower the costs of operating a locomotive fleet. It is the only engine that has proved savings like these:

**A 10 per cent reduction in fuel costs.** Both here and overseas, the ALCO 251 has consistently lowered fuel costs by 8 to 17 per cent. The basis of this saving is the 251's turbocharged four-stroke cycle—inherently more efficient than two-stroke engines. Aftercooling, advanced injection equipment and combustion-chamber design help the ALCO 251 engine burn less fuel.

In addition, the 251 has the widest tolerance for "low grade" diesel fuels. This is of paramount importance to railroads that have plans for use of these lower-cost grades.

**A 50 per cent reduction in maintenance.** Railroads with five years of 251 operation have scheduled power-assembly maintenance jobs every four years, instead of the two-year schedules for other engines. This indi-

# solution:

cates that the 251 will not need major overhaul until it is 10 or 12 years old. There are many reasons for this economy. Among them: chrome-plated liners, pistons with replaceable ring carriers and Ni-Resist top-ring inserts, stellite valve-seat inserts, hardened crankshafts, grooveless main bearings, serrated fits between caps and block.

Apart from this reduction in periodic maintenance, the ALCO 251 has fewer requirements for daily, "turn around" maintenance than any other engine.

The proven cost reductions add up to direct cash savings of \$12,000 per engine per year. This figure is dwarfed, however, by the much larger savings possible through reduced maintenance overhead, higher locomotive reliability and improved ton-mile productivity.

Railroad management seeking an improvement in profits will find the ALCO 251 engine to be an immediate solution, worthy of investment. Judged on product quality, the 251 stands far in front.



**ALCO PRODUCTS, INC.** *Product quality comes first*



STAINLESS STEEL COVERED HOPPER gets first inspection at builder's plant, Butler, Pa.

## New Stainless Alloy Gets Test in

A prototype covered hopper car, using a stainless-steel alloy new to freight car construction, will shortly begin a series of test runs on the nation's railroads.

The car contains no radical design features. It is built primarily of stainless steel—side, end and roof sheets, and all interior components which will have contact with lading (see drawing).

U. S. Steel Corp. has underwritten the prototype car in the belief that the new alloy—USS Tenelon—will provide rail carriers with a more versatile freight-carrying vehicle for bulk commodities ranging from chemicals to food products. For example:

- The stainless-steel interior can be kept "kitchen clean" with minimum effort. This easy-to-clean feature promises to reduce sharply the chances of contamination which can occur in general purpose cars.
- The Tenelon components are virtually corrosion-proof. The LAHT steels used in the structural members of the car also have atmospheric-corrosion-resistant properties.

- Initial cost of materials in the car compares favorably with what railroads pay for specialized construction. First costs will be virtually the last cost, according to U. S. Steel spokesmen. The car, they say, "should last indefinitely."

- The new car, weighing 58,500 lb. is about 16% lighter than present covered hoppers of comparable size. This weight saving results from the use of thin sheets of Tenelon which are said to provide strength equal to structural carbon steel, high-strength steel or other grades of stainless.

Initial tests of the new car, which was unveiled in Pittsburgh, Pa., last week, will be run on the Southern Pacific. Other roads will obtain the car for trial service later. Railroad requests for such test runs are being handled by the steel firm's traffic department, headed by E. G. Plowman.

H. J. Mullin, sales vice president, and R. W. Claypoole, manager-railroad products for the steel company, point out that the stainless-steel covered hopper was developed to provide railroads "with a material for car building that

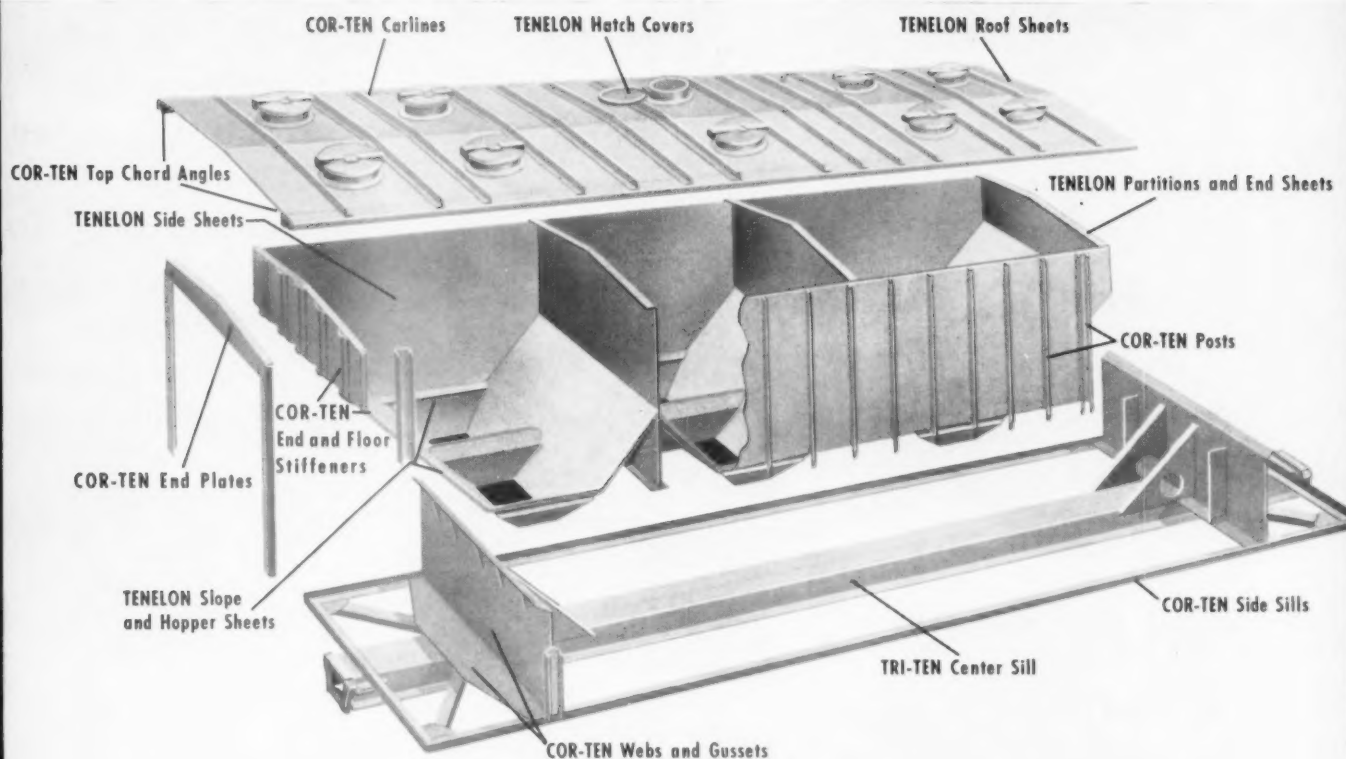
is within the limits of what they can economically justify." The steel company officers anticipate widespread use of Tenelon in future car construction. Among other things, they say, the new stainless alloy provides a steel company answer to the competitive fight with aluminum.

Tenelon, a manganese-chromium-nitrogen stainless, contains no nickel and very little carbon. Its corrosion resistance is comparable to that of conventional stainless steels. Its yield strength is almost twice that of the conventional materials, while its ductility is close to that of familiar stainless grades.

Mr. Claypoole makes no design claims for the Tenelon prototype car. He emphasizes that U. S. Steel is not in the car-building business. The present car is, as he puts it, "strictly a materials application." And while the first car was built for the steel firm by Pullman-Standard, at the Butler, Pa., plant, it is "for the interest of everyone—carriers, builders and shippers."

Pertinent data on the stainless covered hopper will be made public this





BREAKAWAY VIEW of prototype car illustrates use of three grades of steel used in construction.

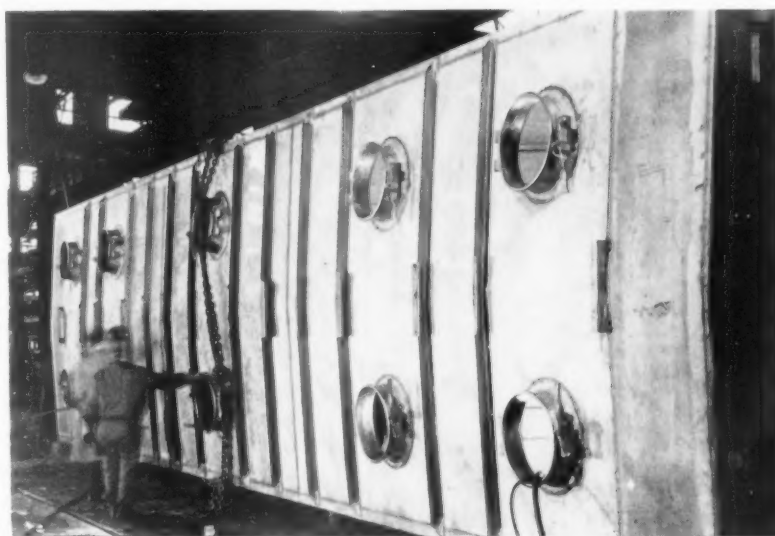
## 90-ton Car

week. Here are the highlights:

Length over strikers . . . 47 ft 3/4 in.  
 Length over end sills . . . 46 ft 3/4 in.  
 Center to center bolster . . 37 ft 3/4 in.  
 Height over running boards 14 ft 6 in.  
 Inside length . . . . . 41 ft 3/4 in.  
 Inside width . . . . . 9 ft 11 in.  
 Capacity (cu ft) . . . . . 3,750  
 Light weight . . . . . 58,500 lb  
 Truck wheel base (36-in. wrought steel wheels) 5 ft 10 in.  
 Distance between hoppers . . . . . 11 ft 9 3/4 in.

The car's hoppers are all-welded to eliminate places where particles of one shipment might lodge and subsequently contaminate other shipments. This feature, plus the stainless slope sheets, makes quick cleaning possible. Moreover, Tenelon's resistance to corrosion eliminates the need for lining for certain types of commodities.

LAHT steels have been used for those parts of the car which do not come in contact with lading. The center sill is fabricated of Tri-Ten, while Cor-Ten is used in various other structural components, including the side and end sills,



WELDED ROOF of the new car combines Tenelon and Cor-Ten.

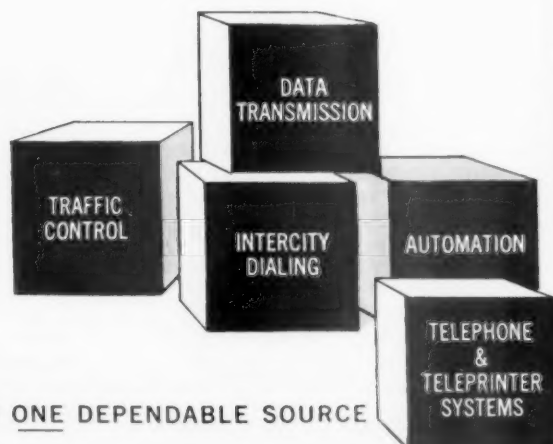
side posts, top chords and end plates. These LAHT steels are compatible and are welded to Tenelon.

A coded paint scheme has been used in the prototype car to designate the structural alloys. Body sheets of production cars would not require paint.

Apart from these special alloys, however, the new car carries no special equipment. Trucks are standard roller-bearing design. The light weight of the car was increased by 2,000 lb to make it possible to use regular brake equipment.



# The next big move high-speed system



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# in tracing empties— communications

If you're playing boxcar poker with empties, Automatic Electric offers an economical way to avoid the gamble.

The answer is *total communications at high speed*. Such communications provide "high-speed diversion," for example—constant supervision of loaded cars, faster re-use of empties, significant increase in revenue hours per week for rolling stock.

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*Total high-speed communications* such as this greatly reduces paper work and lets you move massive amounts of information *fast*.

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# REA Tests New Container Service

Experimental container operations have just been inaugurated by REA Express over the Pennsylvania between New York and St. Louis. The experiment will involve two different styles of small containers handled by specially tailored piggyback cars.

REA President W. B. Johnson calls the new containers and cars "significant

new elements in the development of containerization and its application to improved small shipment transport." REA, says Mr. Johnson, "is pushing its vast containerization development programs because they offer realistic promises of important economic and service benefits to the nation and its shippers."

Rapid loading and unloading of containers is an important feature of the new REA program to overcome the problems associated with economical movement of small shipments. On the New York to St. Louis run where the 20-container General American G-85 car is already operating, two containers are removed at Columbus, Ohio; two at Dayton, Ohio; two at Indianapolis, Ind.; and one at Terre Haute, Ind. Containers removed at these points are loaded with New York shipments and placed on the car when it returns on its eastbound trip. A similar operation will be initiated with the 16-container Pullman-Standard car when it goes into this service.

Key to the rapid handling necessary at the intermediate points is the hydraulic, variable-height platform trucks designed by REA. They make it possible to transfer containerized express shipments to and from fast passenger trains at intermediate points where only brief stops can be made.

First westbound trip was made in Pennsylvania Train 13 which left New York's Penn Station at 12:35 a.m. on April 6. The train arrived in St. Louis at 10:35 p.m. that day. On this initial run, it was found that the intermediate container transfers could readily be completed in three or four minutes.

The General American piggyback car has been equipped to handle twenty 212-cu-ft Fruehauf containers (RA, Jan. 16, p. 95). Pullman-Standard recently delivered the 87-ft skeleton container car designed to handle sixteen 261-cu-ft Trailmobile containers.

Having completed a series of demonstration runs and public displays with these two cars, REA will be using them in the New York-St. Louis pilot operation so their operating characteristics and costs can be studied.

The 50-ton-capacity P-S car is equipped for passenger service. It has a stationary container rack consisting of two I-beams running the length of the car atop the center sill. Top of the center sill is 41½ in. above the rail. The two 6-in. I-beams are 39½ in. apart. Steel cones with wing tips placed at 5-ft intervals on the beams secure the containers. After disengaging a safety latch, a lever is shifted to unlock simultaneously all the hold-down cones on one beam. The process is repeated to disengage cones along the opposite beam.

Here's how the 5-ft containers are transferred to and from the variable-height platform truck: Steel rollers on the P-S car are raised and the containers are winched on to similar rollers on the



PLATFORM TRUCK is aligned perpendicular to General American car and channel bridges are lowered to mesh with corresponding channels on rack-cradle.



SWIVEL CASTERS on Fruehauf container make possible truck-to-car transfer and also permit moving the box on station platforms.



# Between New York and St. Louis

edges of the platform truck. After roller wheels on the car are raised by chains attached to their elevating mechanism from the platform truck, a link-chain pulley system makes it possible to move containers.

The P-S "all-container" car is built not only to handle the smallest 5-ft containers, but can carry others in 10-ft modular lengths up to 40 ft. A variety of different sizes can be carried simultaneously.

The Trailmobile-built containers are made of 16-gage steel with exposed integral posts. They are 4 ft 10 $\frac{1}{4}$  in. long, 8 ft wide, and 8 ft high. Each container weighs 1,450 lb and has a payload limit of 4,550 lb. In the two ends and one side are 51-in. by 87-in. door openings, each having rubber-sealed, piano-hinged, double-swing doors. Floors are  $\frac{3}{4}$ -in. oak.

Light weight of the P-S car is 45,900 lb. Sixteen loaded containers weigh 96,000 lb. Tests at the P-S research laboratory in Hammond, Ind., have shown that the cone-type hold-downs on an uncushioned cradle comprise "an arrangement completely adequate for passenger-train service."

The General American piggyback car accommodates four demountable REA container rack-cradles cushioned on Clejan shock absorbers. The absorbers are built into the deck of the car for cushioning trailers and containers in conventional piggyback service (RA, Sept. 7, 1959, p. 14). This shock-absorbing mechanism has a maximum travel of 11 in. in each direction. The car is not changed structurally for use in the REA operation. For passenger service, it has been equipped with steam and train signal lines. Complete with racks, the 85-ft car's light weight is 71,000 lb.

The demountable rack cradle, 20 ft by 8 ft, carries five containers in transverse channels. A screw-type, hold-down device raises and clamps each container in its two channels for rail movement, removing weight from the container's four casters which are used for rolling it on and off the car and for moving it on station platforms.

The rack-cradle loaded with five containers can be end-loaded on the car from a flat-bed truck, utilizing the components of the Clejan system developed for handling 20-ft and 40-ft containers. Hinged extensions of the transverse channels serve as container stops, when raised. When lowered, the extensions act as bridges to the platform truck or to a platform.

The 212-cu-ft Fruehauf magnesium

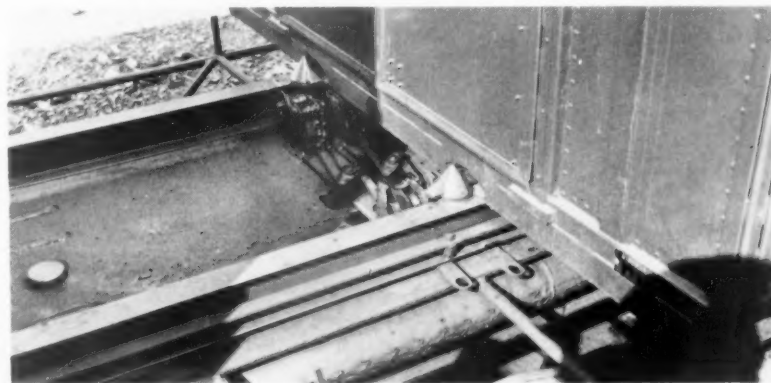
container is 7 ft 10 $\frac{3}{8}$  in. wide, 8 ft 2 $\frac{3}{4}$  in. high, and is 3 ft 8 $\frac{3}{4}$  in. long. It has a light weight of 496 lb and a 4,000-lb capacity. There are 41-in. by 83-in. double-swing doors in one side and one end, fitted with piano-type hinges and rubber gaskets. The container has a magnesium 0.125-in. tread-plate floor. Sides are 0.156-in. magne-

sium. Lifting hooks, fork-lift plates, and tow bars are standard.

The G-85 car which is being used for the New York-St. Louis operation was used in the 71-hr. transcontinental run which moved REA shipments from New York to Los Angeles over the New York Central and Santa Fe in February (RA, Feb. 20, p. 36).



ROLLER MECHANISM on Pullman-Standard car is elevated with chain from adjustable-height platform truck which also has rollers on its deck.

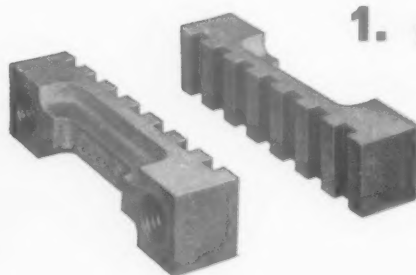


LOCKING CONES in locked position secure the Trailmobile container on the car; rollers are raised to move container on and off the car.

# STABILIZED

Now MAGNUS offers you three low-cost ways to

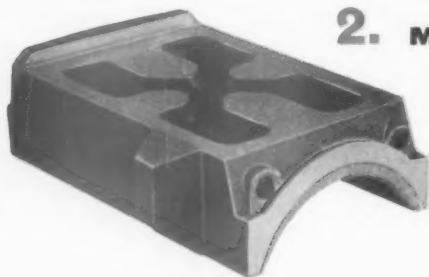
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## 1. MAGNUS R-S JOURNAL STOPS

*Provide maximum stabilization of the entire journal box assembly—  
increase miles per hot box ten times*

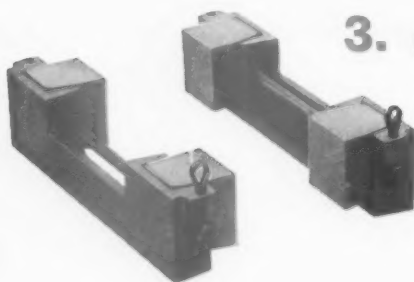
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## 2. MAGNUS FLAT-BACK SOLID BEARINGS

*Wider, non-tilting design limits bearing displacement—provides effective stabilization at lower cost*

---



## 3. MAGSTOPS

*Offer the inherent advantages of R-S Journal Stops in a low-cost, rugged, fabricated design*

---

THE NEXT big step toward better bearing performance will be the adoption of effective means of stabilizing the journal assembly—for this is the most economical way to reduce hot boxes. Magnus, the pioneer in journal stabilization, now offers you *three ways* to achieve this result at low cost. All have been approved by the AAR for test installations in interchange service. Ask your Magnus representative to discuss with you the most effective solution to this problem. Or write to Magnus Metal Corporation, 111 Broadway, New York 4, or 80 E. Jackson Blvd., Chicago.

# JOURNALS—

*get* **BETTER BEARING PERFORMANCE**

Bolted to the inside of the box, on both sides of the journal, Magnus R-S Journal Stops positively prevent excessive displacement of bearing, wedge or lubricator pad, even under severe humping, braking or road impacts. By stabilizing the entire journal bearing assembly they eliminate the major causes of bearing failures—*increase miles per hot box ten times; miles per cut journal, fifteen times!* In short, they cut maintenance and operating costs all along the line—double bearing and dust guard life, reduce wheel flange wear, extend the maximum

safe period between repacks.

Journal Stops give the low-cost solid bearing a chance to work at optimum efficiency, not just part of the time, but *all* of the time! They can be easily installed on any freight car, new or old. And they increase new car costs less than 2%—*pay for themselves* in less than 3 years!

Wear on R-S Journal Stops is slight, and Stops can be re-shimmed should wear become excessive. The Stops should last the life of the side frame.

The Magnus flat-back bearing design provides the most economical means of stabilizing the journal box assembly, and has proved highly effective for many types of service. Its greater width, increased angle of journal contact and full-area contact with the flat wedge inherently limit the fore-and-aft movement of the journal within the box under road shocks and switching impacts. This restriction of movement protects the dust guard, tends to prevent spread linings in the bearings.

The flat-back bearing is also manufactured to

“pre-war length,” increasing resistance to impact and wear at both collar and fillet ends. Its greater mass and weight result in a more rugged bearing with inherently greater life expectancy.

Magnus flat-back bearings are interchangeable with any standard raised-back bearing, simply by using a flat-bottomed wedge. Bearing dimensions, in each size, are the maximum which can be easily installed in the journal box through the standard lid opening.

Here's a new approach to the problem of journal box stabilization—a low-cost fabricated journal stop with forged steel frames and renewable bronze inserts that hold the journal in the center of the box even under the most severe car impacts. The frames are welded to the inside of the journal box and need never again be removed. Wear occurs only on the brass inserts, which are easily and inexpensively replaced during wheel changes, without any special tools.

The big advantage of the MAGSTOP is low-cost installation that can be accomplished quickly whenever side frames are removed for any reason. The bronze inserts provide ample bearing area and can easily be replaced, if required, without shopping the car.

By limiting journal movement within the box, MAGSTOPS greatly increase bearing life, protect against dust-guard damage, prevent loss and contamination of lubricant. They reduce wheel flange wear, too.

**MAGNUS** METAL CORPORATION  
Subsidiary of **NATIONAL LEAD COMPANY**



# Katy Ready for More Business

► **The Story at a Glance:** The sales-and-service revitalization the Katy initiated some 18 months ago is just about complete. And, if Frank J. Heiling, vice president in charge of the department, has gaged things right, Katy is now in position to take full advantage—even a disproportionate advantage—of any upturn in business in its territory.

Changes made in the past year and a half, he believes, have given the road a stronger sales operation—one that works with less waste motion and at lower cost.

Up to a point, Katy's operations in 1960 looked potentially profitable. The road ended the year with respectable transportation and operating ratios (three to four points under the industry average) and it boasted one of the industry's lowest wage ratios.

Net railway operating income totalled more than \$3,700,000. But fixed charges took almost \$3,000,000, contingent interest liabilities accounted for another \$4,350,000 and, once again, Katy's income account showed a small net income after adjustment mortgage bond interest but a sizeable deficit after inclusion of the liability for contingent interest on the road's 5½% subordinated income debentures.

Frank Heiling, vice president of the sales and service department, and his people can't do much about fixed charges or interest liabilities—but he's determined that they can do something about giving Katy a bigger revenue base from which to operate (freight revenues last year were approximately \$51,700,000, down 1.3% from 1959).

Mr. Heiling says "there's nothing wrong with what we've done. We're on the right track—but to get the advantages from the program, we need an upturn in the economy. And until we get it, we won't know how progressively beneficial our moves will be."

The new look in sales-and-service, combined with improvements in other Katy facilities and services, he believes, "has put us in excellent position to capitalize—far beyond our ability of two years ago—on any upturn."

Katy's dark spots last year were, in large part, a reflection of soft spots in the economy generally. Loadings decreases showed up in such commodities as ore and concentrates, cement, sand-gravel-stone, paper-paperboard-roofing. At the same time, Katy turned in a whopping increase in wheat loadings and significant gains in movement of automobiles.

To a large extent, the road made its own breaks:

- Grain storage capacity on-line has been doubled in the past three years, largely through efforts of the road's industrial department. Grain revenues over the same period have increased in proportion.

- Piggyback (and multi-level rack car) revenues in 1960 were up about 104% over '59 TOFC figures—and many of the dollars Katy is spending today are going for improvements to piggyback and auto rack car loading and unloading facilities.

By mid-May, for example, new or expanded facilities for handling TOFC and multi-level rack shipments of automobiles will be completed at Dallas, Houston and San Antonio. Kansas City

already has such dual-purpose facilities. St. Louis is set up only to handle piggyback, but facilities can be adapted for multi-level loading and unloading. (Thus far, Katy has used its 60 multi-level rack cars for auto shipments out of Kansas City and has continued to move new cars via piggyback from St. Louis.)

Probably more significant in terms of growth potential are the internal changes Katy has made. In most areas, Frank Heiling has been able to do precisely what he planned to do 18 months ago:

- The sales and service organization has been streamlined. Katy set up five sales regions (New York, Chicago, St. Louis, Houston and San Francisco) and put a regional sales manager in charge of each grouping of agencies. The regional managers (a young group, ranging in age from 25 to 52) are supervisors—but they're also salesmen, with definite responsibilities to "make alert exploration of new business possibilities and to maintain close, high-level contact with every important shipper in the region."

- Unproductive chores have been eliminated from the salesman's routine. Today, each agency manager makes a single, concise, monthly report to his regional manager. Each regional manager makes one brief, monthly report to Mr. Heiling. Through elimination of non-productive effort, Mr. Heiling says, "we've reduced selling costs by about 5%—and increased efficiency by about 50%."

- Morale has been boosted. "There is no pessimism," Mr. Heiling declares. "We know we'll still have hard breaks

## Heiling's 7 basic sales points

- Follow through on a continuing program to develop commitments for return of traffic to Katy.

- Shop for new accounts—"There is great potential in that extra call a day on a new account, and none is too small to overlook."

- Go after volume spot movements—"Inventories are low and will be rebuilt; highways, pipelines, warehouses, manufacturing plants, dams and homes will be built. Be alert to possibilities for these kinds of movements, some of which may occur only once a year."

- Go after competitive traffic—"Never give up. If you can't get it, pass the word along. You never know who in our organization, from the president on down, can and will be helpful in this campaign."

- Push piggyback.

- Don't neglect regular customers—"They provide the life-blood of the railroad."

- Don't hesitate to come up with new ideas—"Many a carload has been secured through resourceful action."





RECENT IMPROVEMENTS at Baden Yard, St. Louis, include new diesel servicing facilities.

—but the tougher it gets, the more optimism and confidence in ourselves will be needed. We're not depending on outsiders to turn the tide for us. We know we have to do it ourselves."

• Improvements in sales-and-service have been tied in closely with service and operating improvements in most areas. Schedules have been improved, and "service is certainly no handicap to our sales effort." Liaison with the shipper has been upgraded and inquiries now get prompt, personal attention. "We found," Mr. Heiling says, "that shippers weren't really angry so much because their cars were late—but because they just couldn't get information."

Katy's traffic goals for 1961 are, to say the least, ambitious. The sales-and-service department aims not just to halt a five-year slide in revenues but to reverse the trend and post substantial increases. The target: a 6.8% increase in revenues over 1960 figures.

Frank Heiling puts it to his people this way:

"The year 1961 will fairly well determine whether or not our concepts for a progressive sales organization are correct, and whether or not we have the ability and determination to get the job done. Aggressiveness will be the key word in all our efforts. . . . The process of strengthening the S&S department will continue without letup. We will take no refuge in general economic



KATY'S PIGGYBACK REVENUES in 1960 were up by 104%, are expected to keep growing in '61, as new facilities are completed at Dallas, Houston and San Antonio. Ramp pictured is at Baden Yard, major TOFC departure point.

conditions. Every man will be expected to cut more deeply into our competitors' traffic. We must, through new contacts, vigorously seek out new traffic open to us and in which we have not heretofore participated. We must sell the Katy as we have never sold it before."

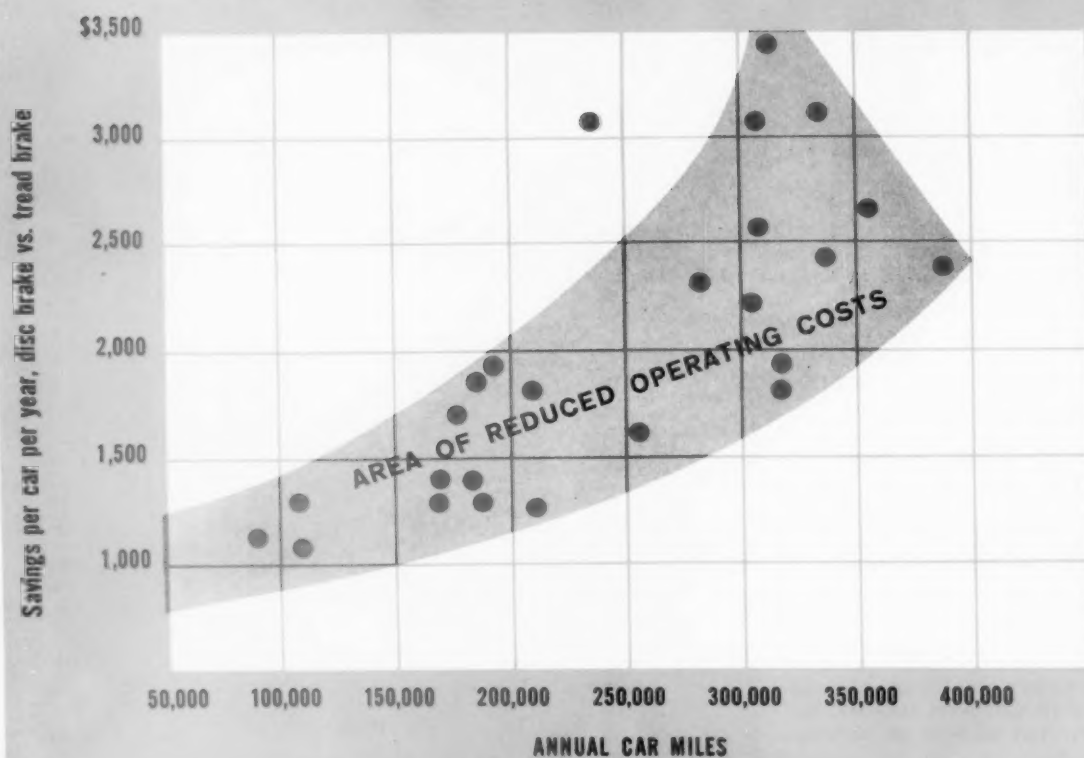
The keynote for Katy's '61 drive:

Business is good—for those who go after it.

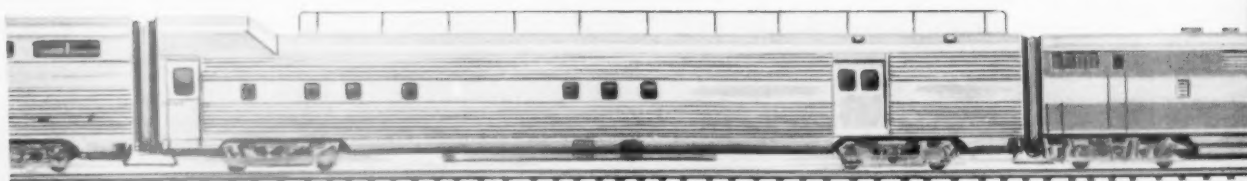
New ideas have put a new face on Katy sales-and-service in the past year and a half. One Mr. Heiling gave major emphasis in talking with *Railway Age* late in 1959 (RA, Nov. 30, 1959, p. 20), hasn't changed: "We're out to get every possible car the Katy can handle."

# **Budd** DISC BRAKES REDUCE OPERATING COSTS \$1,100

*Proved...in 32 cost studies on 22 major railroads*



● Result of Actual Cost Studies



# TO \$3,500 PER CAR EVERY YEAR!

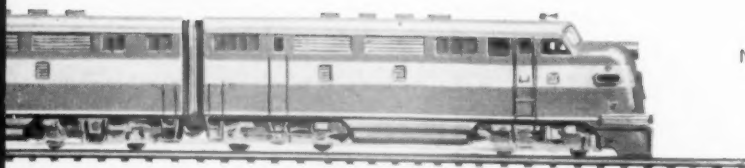
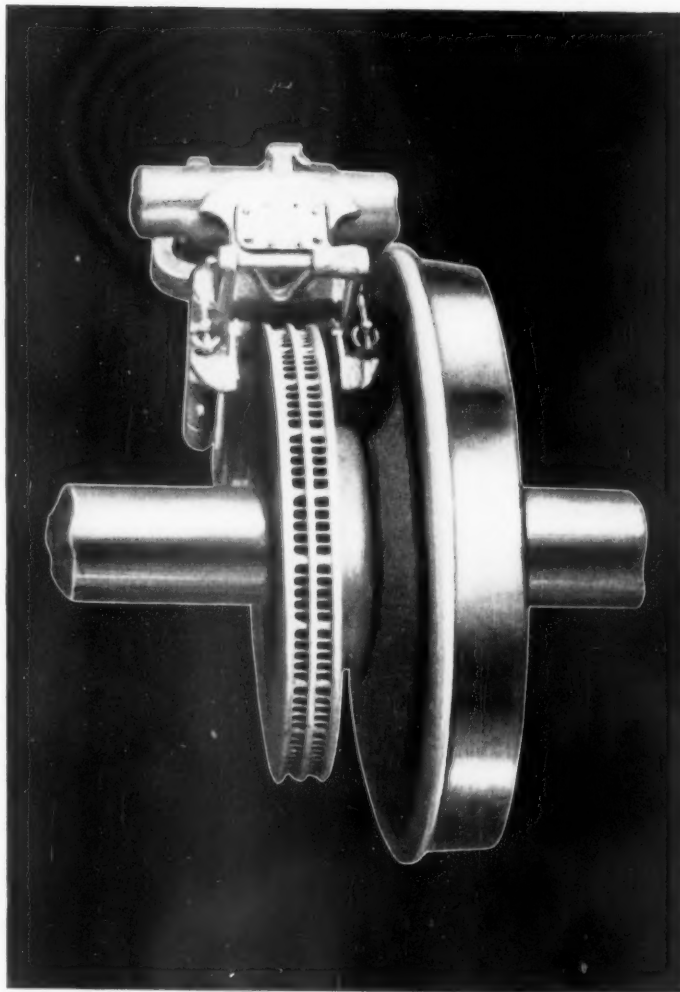
Longer brake shoe life . . . longer wheel life . . . less brake rigging maintenance . . . more miles between truck overhaul—all add up to the lowest brake operating costs available to railroads.

The proof—not from just one passenger car service, but from 32 operating cost studies—is summarized for you here in graphic form.

Brake shoe life is increased up to 20 times more than the service life of wheel tread brake shoes. Wheel mileage and truck mileage between overhaul are doubled. Brake rigging maintenance is reduced 50%. Total operating cost savings by conversion to Budd Disc Brakes range from \$1,100.00 to \$3,500.00 per car every year, depending on annual miles accumulated.

There are other benefits, too: smoother, quieter stops . . . no thermal cracked wheels . . . and increased passenger comfort.

The Budd Company will be glad to review these facts with you, and conduct a study of your particular service to show how you can save with Budd Passenger Car Disc Brakes.



RAILWAY **Budd** DIVISION

The Budd Company, Philadelphia 15, Pa.

New York • Chicago • San Francisco • Washington, D.C.



SWIFT PICK-UP of shipper's merchandise is arranged by motor transport dispatcher radioing to truck enroute.

## Radio Helps T&P Increase Sales



NEW TRANSFER TERMINAL receives goods picked up by T&P trucks in Dallas.

Radio contact with pick-up and delivery trucks has helped the Texas & Pacific get new business.

With the radio, last-minute calls from a shipper can be relayed to the nearest truck. The truck can then make a quick pick-up. For example: In Dallas, Tex., a candy supplier had to make a rush shipment of several thousand pounds of holiday sweets. He telephoned the T&P Motor Transport dispatcher, the dispatcher radioed to a nearby pick-up truck, and three minutes later the truck pulled into the loading dock.

The T&P has radio-equipped 102 motor transport trucks in four cities, as follows: Dallas, 40; Fort Worth, 20; Shreveport, La., 10; New Orleans, 32.

In the T&P's setup, sending and receiving take place on the same frequency, which has been found helpful. If one driver has difficulty finding a street address (or parking place), other drivers can frequently help.

There is one base station in each of the four cities. The two frequencies

employed are both in the railroad service band. Fort Worth, Shreveport, and New Orleans use one frequency, Dallas uses the other. The radio consoles in Dallas and Fort Worth, only 30 miles apart, are arranged for dual-frequency operation. When the motor transport dispatcher in one of those cities wants to contact his counterpart in the other, he can do so via radio.

The base stations have 60-watt transmitters and the trucks have 25-watt transmitters. The radio equipment was supplied by Motorola and General Electric. The mobile radio equipment is mounted either behind the driver's seat, or on the ledge behind the driver, depending on the interior design of the truck. The microphone is mounted in a convenient location on the vehicle's instrument panel. In Dallas, the base station antenna is mounted on top of the new 35-floor building in which the T&P has its general offices.

The motor transport dispatcher has an office in the modern (built 1948)

freight transfer building. Sharing this office are the general truck foreman and two assistant truck foremen. During busy hours, one assistant truck foreman does the actual dispatching, while the other answers the phone, passing on pick-up information to the dispatcher on slips of paper. In less busy periods, one man will answer the telephone and do the dispatching.

The dispatcher has in front of him a large sheet of paper, with columns headed with areas of the city. Each area will have one or more truck routes. When a phone call requests a pick-up, the location of the pick-up and the time the call was received is written in the appropriate city-area column. When the call has been radioed to the truck, usually almost immediately, a check mark is placed next to the time the call was received. (If the call is for a pick-up to be made later in the day, it is written out and given to the driver when he next returns to the terminal.)

The radio system is maintained by regular railroad communications forces. One radio shop is in the freight transfer building at Dallas. Radio-equipped vehicles on the T&P include 102 motor transport trucks (including a piggyback tractor), 112 road locomotives, 93 cabooses, 45 switching locomotives, 40 general purpose locomotives, 2 business cars, 3 wrecking cranes, 9 walkie-talkies, 6 Micro-talkies, and 20 automobiles. The railroad has 56 base stations. Motorola, Bendix and General Electric radio equipment is used in railroad service. The radio system is supervised by J. W. Hinkle, communications engineer, under the jurisdiction of G. H. Alford, superintendent, signals and communications.



*The* **Ton-Mile**  
AMERICAN  
**Brake Shoe**  
COMPANY

SPRING, 1961

DEDICATED TO BETTER RAILROADING



Progress on the C&NW: Piggy-back cars and special loading equipment help the Chicago and North Western bring back business once lost to trucks.

### ***A practical, low-cost method of upgrading bearing performance on the existing freight car fleet***

In freight car circles you hear quite a bit these days about the "stabilized axle." Just what is this? How does it work out in service? What does it cost?

Briefly, the stabilized axle concept involves restricting the motion between the axle, the bearing, and the box just as much as possible, while still allowing enough freedom to accommodate irregularities in truck and track conditions. The objective, of course, is to keep truck components where they belong. Unless this is done, journal and bearing contacts are improper, and waste or pad grabs may occur. Similarly, too much lateral movement of the axle lets the conventional plywood dust guard drop down onto the journal—and the dust guard becomes damaged as the

problem. Improved dust guards or seals are a step toward solving this. By restricting axle movement, the Absco positive control bearing greatly extends the life of all types of dust guards. Experience has shown that one of the most effective types is the Absco dust guard, which consists of a high-strength plywood core covered with resilient synthetic foam. It fills the dust guard well snugly and will not drop down onto the journal, yet it is free to shift. Its concave fit holds axle clearance to a minimum and keeps down friction. Year after year it does a remarkable job of keeping oil in the box and dirt and water out.

**Lid Seal.** A number of commercial lid seals do a satisfactory job of preventing oil loss and contamination around the lid opening. They are economical, easily installed, and a substantial help in keeping the journal box clean.

**Lubricator.** One of the most effective lubricating devices is the Absco journal box lubricating pad. It is simple in design and construction, built around elastomer foam cores that provide both wicking and pumping action. The high quality chenille cover pro-

## *The "Stabilized Axle" Concept*

axle returns to its normal position. When this happens, oil loss is severe, and dirt and water can enter the box. These conditions interfere with proper lubrication and shorten bearing life. With the elimination of loose waste, the problem of keeping free oil in the box has become more critical.

The patent files bulge with inventions for restricting axle movement, but for practical reasons most of these have not been widely used. Journal stops have gained a degree of acceptance, as they are simple and rugged, but they are fairly expensive to install and must be removed in order to take out a bearing.

Now there is a simple, economical, practical solution to these problems. It is based on the Absco positive control flat back bearing.

### ***What does the Positive Control Bearing Assembly Accomplish?***

The purpose of the assembly is to hold journal and bearing in the proper relationship to maintain an oil film, keep oil in the box and foreign material out, and provide constant oil feed from reservoir to journal. The parts in a complete stabilized axle package, shown in the accompanying illustration, are:

**Bearing.** Unlike the conventional steeple-back bearing, the Absco positive control flat back bearing has a perfectly flat load-carrying area over its entire upper surface. It greatly reduces shifting during heavy impact or severe braking. It also encircles considerably more of the journal. It has correspondingly greater collar and fillet bearing areas. Its larger lug surfaces contacting the stop columns provide more than double the impact absorbing surface of a conventional bearing. In all, this makes it feasible to use an effective . . .

**Dust Guard.** With the change from loose waste to lubricating pads, oil retention has become a greater

vides further wicking action and insures thorough distribution. The Absco pad is simple to use and can be installed either side up. Its service record is remarkable.

### ***Endorsed by Car Lubrication Committee***

The stabilized axle concept is recognized by the Car Department Officers Association as an important step in improving journal bearing performance. The Sept. 13, 1960, Report of Committee on Car Lubrication states:

"The need for effectively sealing the journal box was never more evident than it is at the present. Good lubricator performance depends on keeping the device free from water and dirt. The realization of a maximum repack period and the resultant economies therefrom depend upon a sealed box. The elimination of oiling stations and the necessity of retaining the oil in the journal box are of increasing importance. These three factors have convinced many that sealing the journal box is now our number one problem.

### **The Stabilized Axle "Package"**

Absco positive control flat back bearing. The lowest cost means of achieving the stabilized axle. Gives greater bearing area, resists shifting under impact, restricts axle movement. Used with a simple flat wedge. No alterations to boxes are required.



"The sealing of the box at the lid opening does not present a very difficult problem and there are a number of lid seals on the market that will do a reasonably good job. However, the most desirable rear box seal, one that could be applied without removing the wheels, is yet to be developed. There are a number of rear seals now available which will perform satisfactorily provided the movement of the journal is controlled.

"Authority has been granted for the installation of at least six different types of journal stops to cars in interchange service. Some stops have been in service long enough to indicate improved performance, longer bearing life and protection for rear seals. The main objections to journal stops are the high initial costs and expenses of installation. Some types increase the cost of wheel change-outs and add a number of additional parts to the journal box assembly which may work loose and damage the journal.

"The flat back or controlled clearance bearing offers another method of controlling the journal movement. The initial cost is greater than that of the standard bearing, but less than the cost of some stops. There is no additional labor required for installation or at wheel change-outs, and the number of parts for the journal box assembly is kept to a minimum. The flat back bearing, however, does require a special wedge which probably could be mass produced at less cost than the conventional wedge.\*

"A number of flat back bearings have been in service for some time; and an examination after twenty-four months service revealed that the rear journal box seals were in good condition, the interior of the journal boxes and lubricating devices were clean and the bearings were in good condition. There appeared to be no reason why this type of assembly could not operate satisfactorily on a forty-eight month repack period. Approval has been granted to some roads to operate a block of cars so equipped on a forty-eight month test.

"It is important that more stabilized journal assemblies with seals be placed in service immediately. As an incentive to encourage additional applications and to overcome the economic objections, we recommend that the A.A.R. give serious consideration to extending the repack period on this type of assembly to correspond with the cleaning period of AB brakes. The assembly would consist of an acceptable stop or flat back bearing, front and rear seals, and a conditionally approved lubricating device. The railroad industry cannot afford to wait four to eight years for an answer.

#### TYPICAL BEARING COSTS INSTALLED

(Estimates—Including Absco Lubricating Pads, Absco Dust Guards, and Labor—6 x 11 Size)

	Cost per Car Set of 8	Difference Over Std. "I" Brg.	Difference Over Pos. Control Brg.	Difference Over Car- tridge Brg.
<b>ON NEW CARS:</b>				
Std. A.A.R. "I" Bearing	\$201.51	—	—	—
Absco Pos. Control Bearing	228.88	\$ 27.37	—	—
Cartridge Bearing	554.12	352.61	\$325.24	—
Roller Bearing	883.24	681.73	654.36	\$329.12
<b>ON EXISTING CARS:</b>				
Std. A.A.R. "I" Bearing	\$127.55	\$ —	\$ —	\$ —
Absco Pos. Control Bearing	158.49	30.94	—	—
Cartridge Bearing	483.73	356.18	325.24	—
Roller Bearing	837.16	709.61	678.67	353.43

The need for improved performance and the economic conditions of many carriers warrant immediate action."

#### Practical and Economical

More than a thousand Absco-equipped cars are now rolling on the 48-month repack test. A recent inspection made after 36 months of service indicates that conditions in the journal boxes have not changed appreciably since the two-year inspection reported by the Committee on Car Lubrication. There still appears to be no reason why these assemblies cannot operate satisfactorily on a 48-month repack period.

Dollar for dollar the Absco positive control "package" appears to be the most efficient bearing assembly available today. Applied to the average interchange car of today and tomorrow, it gives highest promise of upgrading bearing performance for the total fleet.

Its economy is easily demonstrated. The accompanying table shows how Absco positive control bearing costs (installed) compare with those for standard A.A.R. "I" bearings, cartridge bearings, and roller bearings—both for new equipment and for conversion of existing cars.

Your Brake Shoe representative will be glad to go over these cost figures with you, show you how they were calculated, help you determine if you can realize equivalent economies and improvements in performance for your own cars.

\*Flat back wedges now cost approximately 15% less than standard wedges.

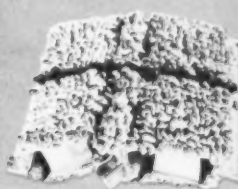
**Absco dust guard.** Effectively keeps oil in the box, keeps dirt and water out. An economical dust guard of exceptionally long life because it fills the well, doesn't drop down of its own weight, yet is free to shift.

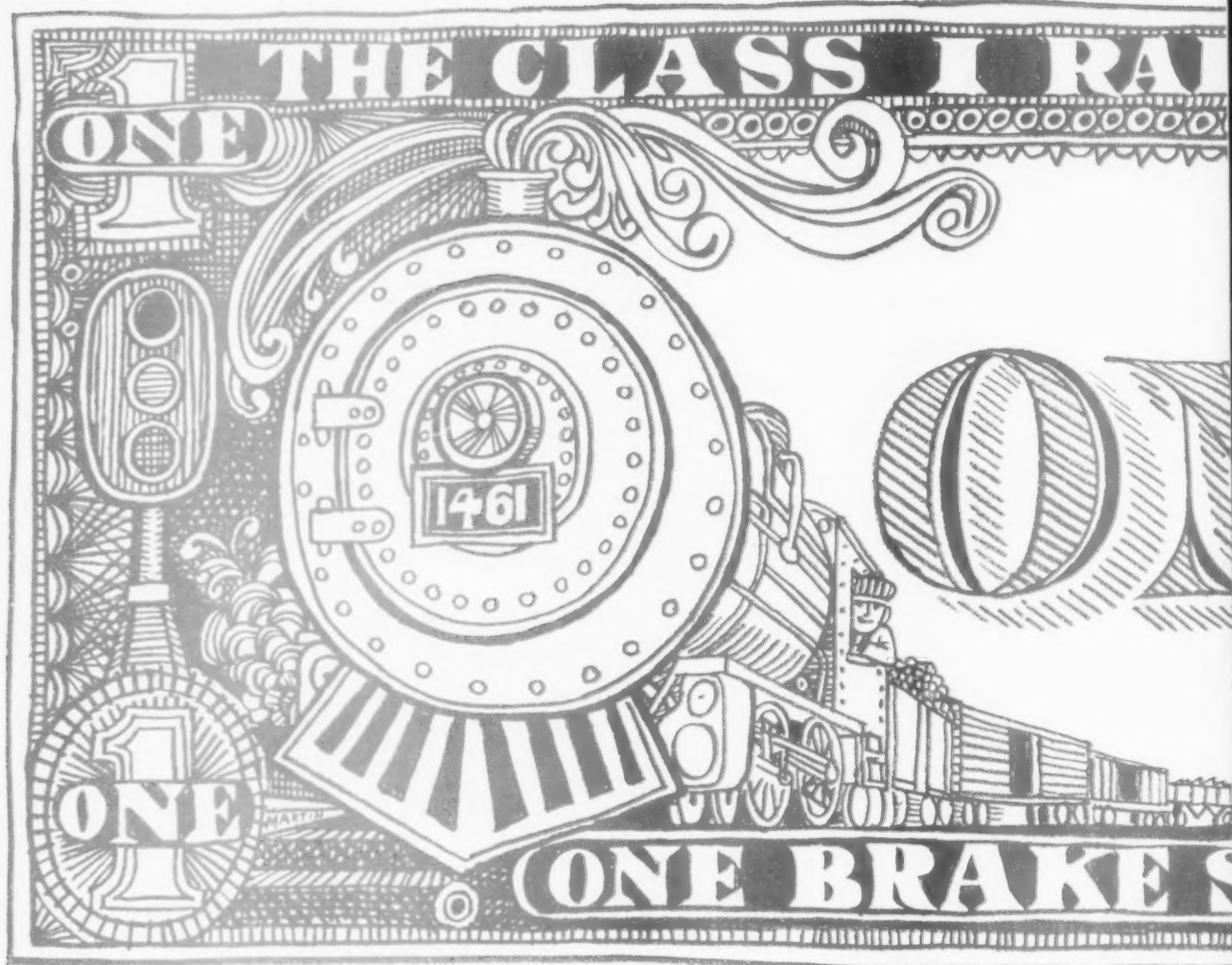


**Lid seal.** Essentially a gasket to compensate for irregularities between the journal box lid opening and the lid itself. A number of brands are available which are easy to install and effective for the life of the unit.



**Absco lubricating pad.** The quality pad in the lubrication field. Provides triple wicking action direct to the bottom of the journal, plus additional wicking and pumping through two foam elastomer cores. Simple; easily installed.









- With our brake shoes, you not only get top brake shoe value—you get top braking performance.
- By top braking value we mean dependability in any weather... uniform train handling characteristics... and real economy when all cost factors are considered.
- Because it provides true economy as well as top performance, our metal brake shoe has justly earned its place as the standard of the industry.

*quality products cut your ton-mile costs*

AMERICAN  
**Brake Shoe**  
COMPANY

RAILROAD PRODUCTS DIVISION ■ 530 FIFTH AVENUE, NEW YORK 36, N. Y. (IN CANADA: DOMINION BRAKE SHOE COMPANY, LTD.)

# Racor mechanical car retarders finding wide application

## **Have eliminated skate costs and proved worth quickly in both multiple and single installations.**

Developed in 1958 and tested in 1959, Racor's mechanical car retarder has proved itself during 1960. Last year, several complete freight yard installations were made and the savings reported have been significant.

The Racor retarder is generally installed at the ends of gravity classification yard tracks to bring rolling cars to a stop and to resist their further movement by impact of succeeding cars. It is a simple mechanical device consisting of spring loaded rails which apply retarding force simultaneously to both rim and flange of each pair of car wheels. No source of air, vacuum, electricity or other power is required; and maintenance is nil. Units have actually been installed in less than four hours time.

In most cases, no more than a few weeks' test is required to establish the economy and effectiveness of a Racor retarder at any particular location. These units have undergone tests from Canada to Texas and across the country, under a variety of weather conditions and under all types of equipment. Snow, sleet, thaw and freeze present no problem—these retarders have maintained protection in yards where skates were dislodged, buried in snow, or pushed into switches.

Other obvious benefits have been demonstrated in these various tests. The hazards of personal injury to skatemens, sliding skates and escaping cars have been eliminated. No tie-ups from illness or late reporting to duty are experienced. With positive control of track capacity, and quick availability after track is pulled, these advantages contribute to an increase in yard efficiency estimated at 5 per cent.

A word about "positive control of track capacity." In classification yards, Racor retarders are installed about 350 feet from clearance points on leaving ends, as indicated in the adjacent diagram. Since skates are placed at varying distances from clearance points—and almost straight across the yard—Racor retarder users figure they have increased yard capacity by six or seven cars per track. Clear alley and number of cars per cut are no longer a factor. Trimming is speeded up because it is not necessary to remove and replace skates and release brakes.

### **Automation to Match the Hump**

The front end of the yard, or hump, has been automated and mechanized, and with tremendous economy

in ton-mile costs. Now, progressive railroads are seeking a way to save money at the other end of the yard—less spectacularly perhaps—but with a very small investment, and one that returns well and steadily on the dollar, year after year.

At one large Racor equipped yard, for instance, the operating people figure that the capital invested in over 50 mechanical retarders is already returning 40 per cent on the investment. True, this investment is not large in terms of the whole yard, but it helps in maintaining total return at something like 33 per cent. Furthermore, this line is installing additional retarders on some leaving tracks away from the hump spread just as a safety measure. The return here can never be accurately computed.

Another road, which has installed Racor retarders in multiple, broke down their costs at one yard and came up with the following figures on current operations. Savings on skate maintenance are about \$100 per track per year, and on labor costs (before fringe) about \$1,700 per track per year. Since each retarder costs less than \$3,000 and is easily installed, the new equipment will pay its way in less than two years. Eight new tracks will soon be added to the present layout and these will also be equipped with Racor retarders.

At another yard with over 50 retarders, yearly labor savings are estimated at \$75,000. And this figure does not take into account the savings that are anticipated from the elimination of derailments.

### **Small Installations Pay Off, Too**

But to get away from the larger installations, many a Racor retarder pays for itself all by itself. We touched on an auxiliary yard installation—leaving tracks—where safety dictated its use. The first industrial use of the Racor retarder was made primarily for the same reason.

In this case, a large plant with considerable rolling stock on the grounds had reason to be concerned with "floaters" that got away every now and then. They could live with occasional damage to equipment, but *would not* live with the potential injury to personnel. And, because the case was special, the ordinary 39-foot retarder was broken into two 19½-foot units so spaced as to accomplish positive slowdown and stopping. (Units are tailored in half-lengths or various lengths to meet exact needs for almost any location.)

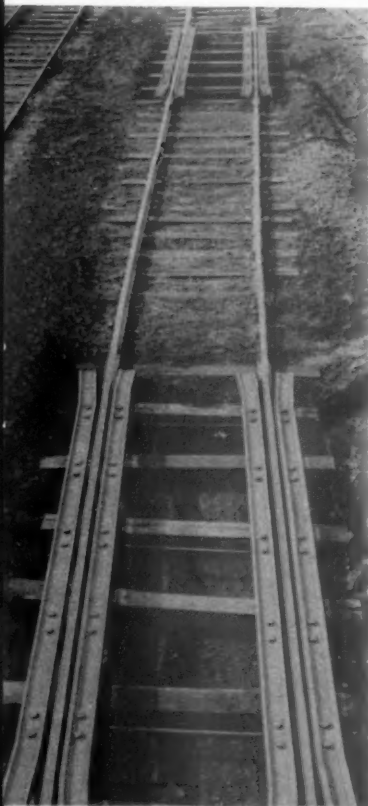
The same kind of engineering is being utilized for a coal company that has grade problems at one of its larger unloading points. Here the practice has been to empty a car in the rotary dump and then have a rider take it down grade for as much as 1,000 feet. Now they are installing half of a 39-foot retarder at a distance of 125 feet from the dump, a full retarder at 225 feet, another half retarder at 575 feet and a full one at 900 feet. Advantages are expected in terms of both safety and dollars, as the retarders will release two car riders for other duties. In about one year the new retarders will have paid for themselves.

A single Racor retarder installation may pay little in money and much in safety. Or it may pay little in safety and much in money—as in certain loading areas where continuous car movement is all impor-

tant and people are not concerned. But for the real worth of these retarders, look at multiple freight yard installations. Here the retarder represents a secondary area of mechanization that has not been fully investigated by many railroads even today. Yet here is a piece of equipment that enhances safety, speeds up operations, and returns as much as 40 per cent on capital investment.



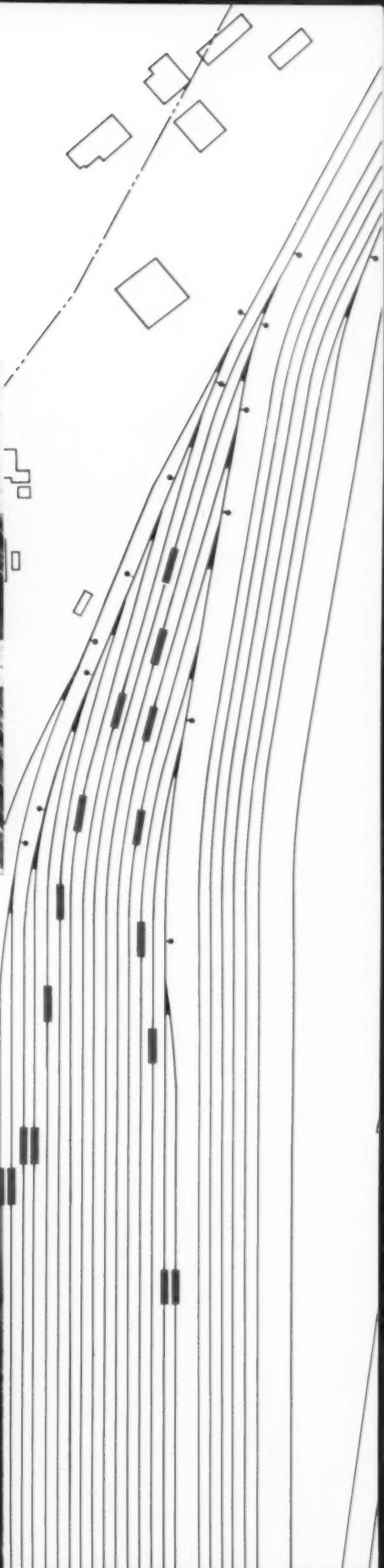
**TOP:** Engineers inspect Racor retarder installation at large midwestern classification yard.



**LEFT:** Two half-retarders used to stop "runaways" at an industrial plant. Tie rods shown are not generally installed.

**RIGHT:** Typical layout for 16 Racor retarders shows how full capacity of all tracks is utilized, by locating each retarder at its optimum position.

**BOTTOM:** Freight car entering half-retarder at an industrial plant. Racor retarders also find use at loading docks and other industrial sites.





## *They're fully turnable!*

The new Southern CS-1 cast steel wheels are *fully* turnable—with plenty of metal for reclaiming. Machinability characteristics are excellent, and the husky rim promotes easy chucking.

This new A.A.R. standard wheel is manufactured by proven production methods . . . and more than 50,000 have already been shipped. To ease your shop problems, they are made in only three sizes—with 85% of current production being the 165.0 tape size.

For full details on how these new wheels can help you cut costs on the road and in the shop, consult your Brake Shoe representative. American Brake Shoe Company, Railroad Products Division, 530 Fifth Avenue, New York 36, N. Y.



QUALITY  
PRODUCTS  
CUT  
YOUR  
TON-MILE  
COSTS



# D&H Builds 300-ton Flat Car

The world's highest-capacity flat car went into service on March 30. The car, of 300-ton capacity, was built by the Delaware & Hudson at its Oneonta, N.Y., car shops.

The car's first job was transporting a 535,000-lb General Electric turbine from Schenectady, N.Y., to Bellflower, Calif.

On its journey to the Pacific coast, the car was delivered by the D&H to the Erie-Lackawanna at Jefferson Junction, Pa. Other railroads participating in the movement include the Nickel Plate, the Toledo, Peoria & Western, the Santa Fe, the Union Pacific and the Pacific Electric.

The car, built at a cost of \$110,000, meets all federal and state requirements, according to J. P. Hiltz, Jr., D&H vice president operations and maintenance. It will be available for transporting huge machinery units too large for other high-capacity cars on American railroads. (The maximum capacity of other flat and depressed-center cars on U.S. roads is 250 tons.)

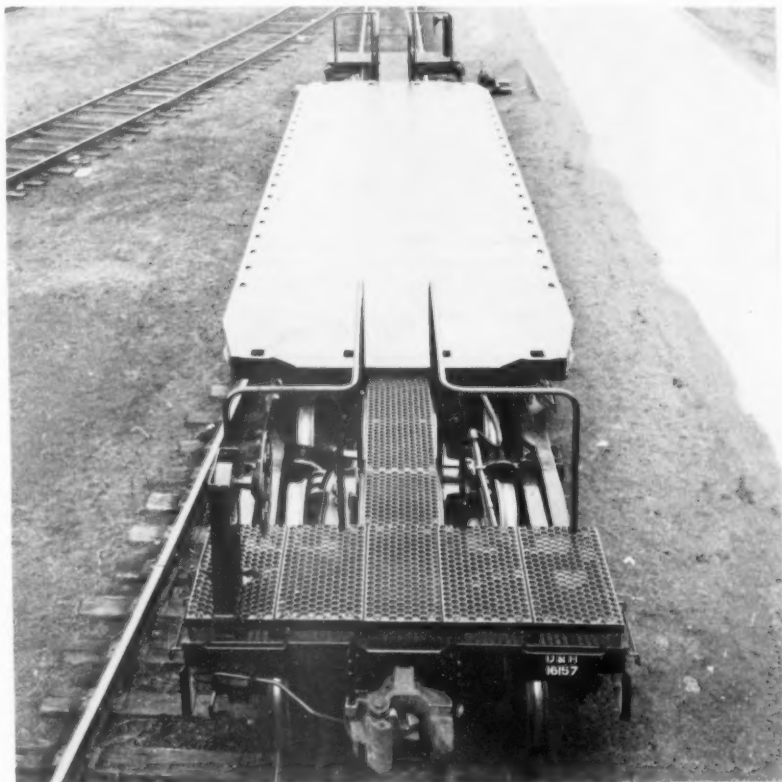
The car is 60½ ft long, with a cast-nickel steel load platform 10 ft wide and 35 ft 11¼ in. long. It has four 6-wheel trucks equipped with 6½-in.-by-12-in. roller bearings, 33-in. multiple-wear steel wheels and span bolsters. Two sets of AB air brakes and two hand brakes are applied, one of each serving the two trucks at each end of the car.

The load platform is 4 ft 1¾ in. above the top of rail. Load limit of the car is 604,700 lb; its light weight is 148,300 lb.

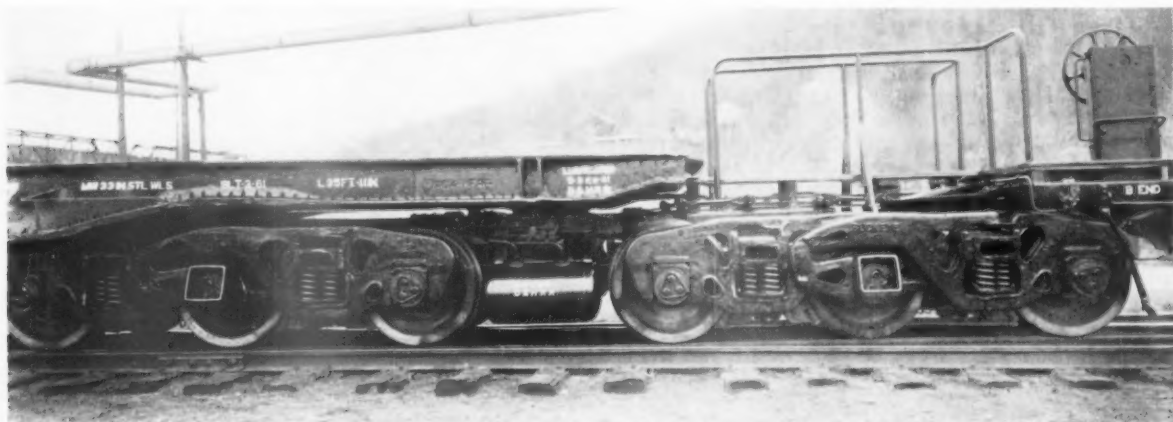
Major suppliers of materials for the car were: American Car and Foundry Division of ACF Industries, Inc.; Amer-

ican Steel Foundries; Bethlehem Steel Co.; Buckeye Steel Castings Co.; Chicago Railway Equipment Co.; Elastic Stop Nut Corp. of America; Ellcon-National, Inc.; General Steel Castings

Corp.; W. H. Miner, Inc.; National Malleable & Steel Castings Co.; New York Air Brake Co.; Standard Railway Equipment Division of Stanray Corp. and Timken Roller Bearing Co.



**300-TON LOAD PLATFORM** of cast nickel steel, supported by 12 wheel pairs, can carry loads exceeding capacity of any other car on American railroads.



**TWO SIX-WHEEL TRUCKS** have 24-ft over-all wheel base and support each car end through span bolster. Walkway

and platform with handrails give access to hand brake. Each car end has independent brakes.

# Road-Rail Trucks for LCL?

In a recent issue, this department called attention to a proposal by James E. Lane, assistant professor of business at Indiana State Teachers College, for the possible use of rail-highway vehicles in LCL service (RA, March 27, p. 46).

Pointing out that branch line stations seldom have sufficient volume to justify providing such services as pick-up and delivery and piggyback, Professor Lane asked whether a form of substituted service using rail-highway vehicles over railroad rights-of-way might not be a solution to the problem. Such vehicles would need no highway operating rights, Professor Lane noted, and could leave the rails at each station to perform pick-up and delivery service.

If LCL traffic must be handled anyway, Professor Lane said, it should be handled by the most efficient, least costly means.

Here are comments from officers of three railroads—Editor.

## Many Obstacles In Way

With reference to Professor Lane's rail-highway proposal, this is not actually a new idea. I understand the C&O has several such trucks called "Rail Van," used in U.S. mail service exclusively between Grand Rapids and Detroit, Mich. . . .

So far as the Illinois Central is concerned, consideration was given to the possibility of operating rail-highway vehicles in the transportation of LCL, mail, and express but one of the deterrents was the likelihood of having to use a crew of at least two men. It also developed that use of a trainman in performing pick-up and delivery work in the towns served would likely create problems with the teamsters' organization. No authority would be needed to operate these vans on our property. If pick-up and delivery service off the railroad was performed they would have to be licensed, and in many cases would be subject to local cartage agreements. It is also possible some states would require authority to perform this service on intrastate traffic.

While the thinking appears to be a step in the right direction in the handling of LCL, it seems to me many obstacles make it unworkable at this time.—O. H. Zimmerman, vice president—operation, Illinois Central.

## Should Be Over Road

Your remarks liken themselves to something that is now in the experimental stage; i.e., remote control of certain devices, including locomotive units, which may or may not be permitted in the future depending on the circumstances or opposition by the brotherhoods, not to mention public safety.

As far as we are concerned, there is no question these shipments should be handled over the road on rubber tires under proper permit or license. There should be no necessity of obtaining highway rights inasmuch as fulfillment of delivery by truck from the nearest transfer station merely constitutes the completion of a bill of lading contract. You may or may not know LCL has been on the decline in recent years, and whether or not your suggested method would bring about a revival of this business is highly debatable.—Carl A. Bick, president, Monon.

## Need Not Seen

In essence, Professor Lane suggests that a combination road-rail vehicle that could run through city or village streets, performing pick-up and delivery, then operate over the railroad between towns, could eliminate the necessity of obtaining highway operating rights. Professor Lane's suggestion apparently stems from the thought there is dif-

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay \$10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y.

ficulty in obtaining highway operating rights for a railroad to perform a substituted highway service.

There is nothing unusually difficult or complex in a railroad arranging for substitute highway service. This can be done either by the railroad contracting with some motor carrier who already has highway rights to cover the move involved, or the railroad may seek rights for substitute service in its own name. There are hundreds of these two types of arrangements in effect throughout the country.

It is my opinion that in view of this there is no need for a railroad to go to the expense and inflexibility of operating such a specialized piece of equipment as a road-rail vehicle.—J. L. Barngrove, Jr., assistant vice president—staff, Erie-Lackawanna.

# Why Not More Consolidations?

Mr. Winfield Crowther of Chapman College, Orange, Calif., who raised this question [RA, April 3, p. 13] reports that he has had direct replies from officers of several large roads with experience in branch line consolidations.

A railroad president noted that forming a separate company for such an operation creates unnecessary overhead expenses and results, "for the most part, in a more expensive operation than would be possible under single management and control. . . . We find we must help these companies with power, equipment and material to keep them alive."

A vice president of operations remarked that activity in the direction of consolidations is becoming more pro-

nounced, but that there are many obstacles, including opposition from shippers, municipalities, and labor unions, as well as "the competitive situation of the railroads themselves."

A chief of research commented that railroads tended to be jealous, both of feeder value from branches and of keeping the name of a specific road before the public.

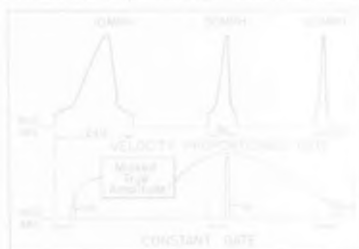
Another railroad president, who said that his line had worked out projects of this sort with other roads and had a continuing interest, added: "However, some of the plans which appear feasible from a map are not always desirable because of adverse grades, curvature and physical condition of trackage."



SERVOSAFE® railroad electronic specialist John Sollesnes adjusts set of track transducers—recorder "gate" switches—for Grouping III (automatic alarm with carrier) Hot Box Detective® system on Pennsylvania Railroad main line near Edgewood, Md. Pair of "Servo" infrared trackside scanners is shown just outside rails in this typical installation.—Type of gating—interval during which scanner views passing journal box and recorder charts amplitude of heat pulse—is critical. Some other types of detector gating systems may actually miss hot boxes entirely.

## 'Working' on the railroads

**HOW THE HOT BOX NOTES THE GATE**  
Servosafe® "velocity proportioned gate" system always views same area of journal box—always records comparative heat pulses—regardless of train speed. "Constant gate" systems, on the other hand, view different area of journal box at different train speeds. Diagram, below, shows possible displacement of gate impulse relative to heat impulse due to varying train speeds, lateral movement of wheel flanges, askew trucks, scanner alignment, and rail creepage. Constant gate systems can miss hot boxes completely. Servosafe velocity proportioned gate always records true amplitude regardless of variables.



† Refer to curves listed in text.

**More than 275 SERVOSAFE® Hot Box Detective\* systems now in successful operation on 28 major Class I railroads.**

Nothing succeeds so well as success.

Nothing sums up SERVOSAFE® success so well as this popular epigram by Talleyrand. Even veteran railroadmen are often astonished at the rapid acceptance this pioneer infrared hot box detector has gained since November 1952. Its success, of course, lies in the success of the basic SERVOSAFE Hot Box Detective\* system itself.

Or, more accurately, in the success of the six operational SERVOSAFE systems—more than 275 installations now working successfully on 28 major Class I railroads coast to coast.

Consider 3,000,000 hours of successful and efficient operation over the past four years alone. How many hot boxes have been caught in the nick of time? How many possible disasters have been averted? Twenty-eight railroads can provide the best answer. But what better answer than the fact that they have already ordered additional SERVOSAFE systems for installation early this year!

Be safe with SERVOSAFE. Give your experienced Servo man a call.

### ..... FOOTNOTE FACTS: .....

**What is a hot box?**—Statistics show that a normal bearing, under equilibrium conditions, will run  $\pm 30^\circ$  F. of the mean operating temperature for all journals on the train. Therefore, a bearing whose running temperature is markedly outside this range must be considered abnormal, and consequently be defined as a "hot box."

**When is a hot box?**—Many "hot boxes" go undiscovered during winter and show up in summer to produce the peak in set-out statistics. Yet detection of winter abnormalities would save thousands of dollars a year now lost because of irreparable damage to journal assemblies during the course of the cold season.



# SERVO CORPORATION OF AMERICA

111 New South Road • Hicksville, L. I., N. Y. • WElls 8-9700

**Railroad Products Division**

SERVOSAFE® HOT BOX DETECTIVE\* SYSTEMS  
RAILROAD RADIO COMMUNICATIONS SYSTEMS

*Electronic specialists to the nation's railroads • Sales and service centers coast to coast*

\*Protected under one or more of the following U.S. Patent Nos.: 2,880,309, 2,947,857 and 2,963,575. Other U.S. and foreign patents pending.



Here at Salt Lick Curve, Terra Alta, W. Va., track curves at 9 deg 45 min on a gradient of 2.8 pct. Bethlehem 140 RE heat-treated rails were installed in March, 1960, on the eastbound track.

## Baltimore & Ohio lays 1,200 tons of Bethlehem fully heat-treated rail

***B&O management impressed by outstanding success on other roads***

In a move to improve right of way and shave costs too, the Baltimore & Ohio in 1960 installed 1,200 tons of Bethlehem fully heat-treated rails along its Cumberland Division, Sub-Divisions 4 and 5. Treated section 140 RE rails were laid on the high and low sides of 25 curves between 7 deg and 11 deg, 18 of them 9 deg or over.

B&O had become increasingly impressed by the performance of Bethlehem heat-treated rails on many other railroads. Long-time tests on these roads have proved their superiority. B&O, too, is now enjoying the resistance to tough service that is built into these fully heat-

treated rails, made at our Steelton, Pa., plant.

Tests across the nation have clearly shown that heat-treated rails last two, three, four times longer than standard control-cooled rails; one major passenger carrier reported that it expects seven times greater longevity on one particular installation.

Our engineers have accumulated considerable data on heat-treated rails, and they will gladly go over this impressive material with you. They will also help you select suitable locations on your lines if you desire to make your own tests. Just ask our nearest district office, or write direct to our headquarters.





Tonnage traffic on this 9 deg 15 min curve at Bloomington, Md. (mile-post 208) is predominantly eastbound. Heat-treated rails were recently installed here on eastbound track.



*for Strength  
... Economy  
... Versatility*

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.  
Export Sales: Bethlehem Steel Export Corporation

# BETHLEHEM STEEL



As many as 6 and 8 diesel units are needed on this stiff, curving grade. Here you see 4 helper units pushing the train shown in top photo. Heat-treated rails are expected to substantially reduce wear on high-side and crushing on low-side rails.



# NOW... AN EXTRA CAST-STEEL UNIT BRAKE

Thanks to ASF's exclusive AMER-SHELL\* process!

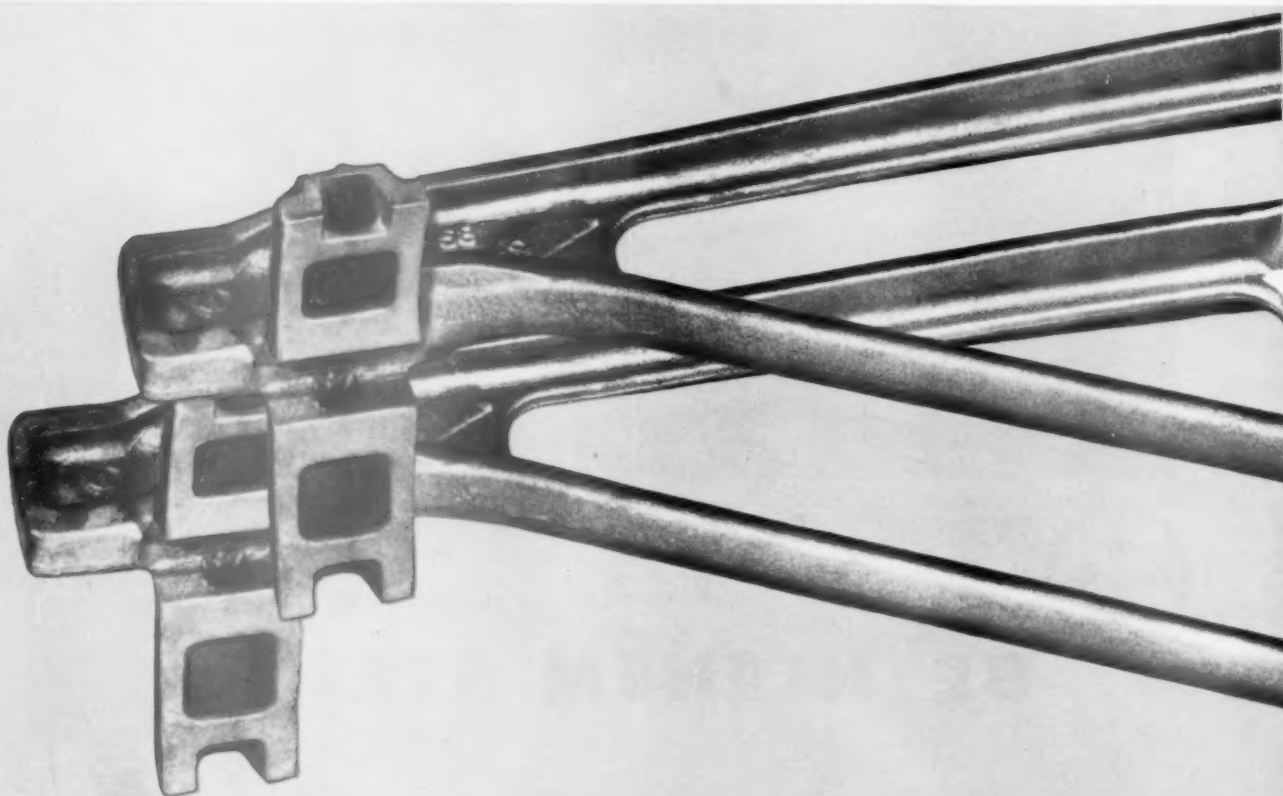
ASF's new Cast Steel Unit Brake Beams are now made by the AMER-SHELL shell mold process—a most significant technological advance in foundry practice.

Never before have steel castings the size of brake beams been produced by the shell molding process!

The AMER-SHELL process assures truly superior castings with a sounder, stronger metal structure. It assures constant dimensional uniformity with smooth and exact surfaces.

AMER-SHELL means benefits of longer life and less maintenance—yet there's no increase in cost!

\*The trademark AMER-SHELL is the property of American Steel Foundries.



# **STRONG, EXTRA SAFE** **BEAM** *at no extra cost!*

**AMERICAN  
STEEL FOUNDRIES**

**PRUDENTIAL PLAZA, CHICAGO 1, ILLINOIS**

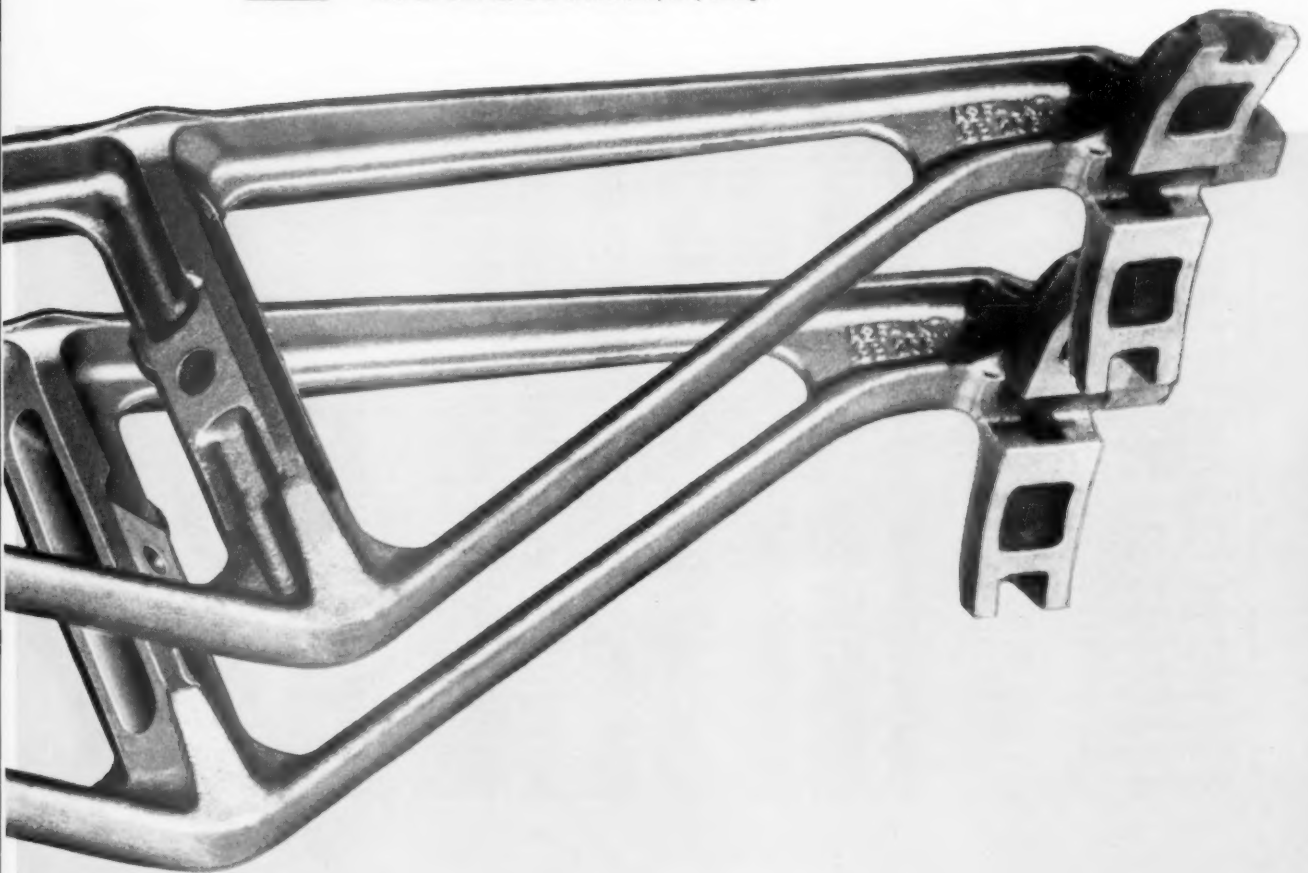


**CANADIAN SALES:**

International Equipment Company, Ltd., Montreal, Quebec

**OTHER FOREIGN SALES:**

American Steel Foundries International, S.A., Chicago



# Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year	Miles of road operated	Train miles	Locomotive Miles		Car Miles		Ton-miles (thousands)		Road-locs. on lines					
			Principal and helper	Light	Loaded (thou- sands)	Per cent loaded	Gross excl. locos & tenders	Net rev. and non-rev.	Serviceable		B.O.	Per cent B.O.		
									Unstored	Stored				
New England Region	Boston & Maine.....	1960	1,549	203,032	204,311	4,323	6,854	58.2	522,904	212,848	73	2	14	15.7
	1959	1,546	218,541	218,701	2,796	7,392	59.2	540,153	213,759	81	29	26.4		
	1958	1,719	212,499	212,499	12,226	7,413	59.6	514,315	200,093	60	15	20.0		
	1957	1,739	248,984	249,530	16,261	8,689	61.7	589,085	234,399	63	12	16.0		
	1956	763	151,692	152,370	788	6,306	59.9	485,852	237,078	34	13	27.7		
Great Lakes Region	Delaware & Hudson.....	1960	764	165,239	167,318	2,587	8,021	64.9	587,767	303,154	30	6	16.7	
	1959	3,077	715,672	729,441	23,522	32,619	63.6	2,196,846	842,331	240	12	4.8		
	1958	3,180	749,392	757,924	25,027	36,533	64.9	2,454,207	983,605	225	12	5.1		
	1957	946	191,189	191,203	1,041	5,833	55.1	430,157	160,067	36	8	2.2		
	1956	951	195,740	196,336	1,442	6,122	55.5	473,687	179,229	41	8	20.9		
Central Eastern Region	Lehigh Valley.....	1960	1,114	164,243	165,483	4,353	6,829	63.6	477,033	214,414	30	4	11.8	
	1959	1,114	190,850	192,905	6,028	7,863	64.2	551,869	251,930	32	2	5.9		
	1958	10,326	1,829,341	1,837,781	105,114	69,963	55.1	5,725,206	2,359,733	406	13	55	11.6	
	1957	10,333	1,962,424	1,972,910	85,004	80,897	55.7	6,604,427	2,815,282	424	49	10.4		
	1956	2,155	512,273	512,273	6,259	20,698	59.4	1,559,009	641,406	105	2	1.9		
Southern Region	New York Central.....	1960	2,155	614,288	614,288	4,664	26,999	60.7	2,051,072	903,746	105	26	9	6.4
	1959	220	33,913	33,913	1,358	53.9	136,467	75,944	11	8	1	5.0		
	1958	221	62,116	62,116	2,443	62.4	232,153	137,757	16	1	5.9			
	1957	2,410	347,065	347,065	3,649	16,401	59.9	1,184,666	462,715	106	8	7.0		
	1956	2,400	369,509	370,138	3,922	18,148	62.3	1,279,105	510,917	110	5	4.3		
Northwestern Region	Baltimore & Ohio.....	1960	5,791	1,111,916	1,207,619	60,351	44,167	56.0	3,753,227	1,704,841	369	2	35	8.6
	1959	5,795	1,370,976	1,466,596	101,267	57,858	56.5	4,746,350	2,257,832	384	10	28	6.2	
	1958	203	24,830	24,095	14	591	51.2	63,837	36,585	7	5	1	2.3	
	1957	203	48,011	48,184	372	1,971	64.3	216,184	138,395	11	4	6.5		
	1956	593	103,288	105,370	5,617	3,829	62.2	313,010	165,389	58	3	4.4		
Southwestern Region	Central RR Co. of New Jersey.....	1960	596	106,515	107,859	5,657	4,039	63.5	322,859	174,560	63	2	3	4.4
	1959	863	96,421	96,421	1,918	4,046	58.8	319,247	151,964	28	4	12.5		
	1958	863	108,316	108,316	2,472	4,748	60.4	376,499	185,389	28	4	12.5		
	1957	205	43,111	43,979	1,574	58.4	134,054	71,259	41	6	1	2.1		
	1956	205	67,557	68,235	2,197	59.7	190,425	102,970	40	2	1	2.3		
Pocomontas Region	Pennsylvania System.....	1960	9,803	2,170,282	2,268,960	137,035	81,817	58.6	6,613,372	2,921,500	612	11	107	14.7
	1959	9,839	2,624,383	2,730,634	178,778	108,880	60.1	8,562,521	3,984,145	670	11	86	11.2	
	1958	1,294	273,045	273,984	5,591	9,375	55.7	853,677	444,870	131	7	21	16.1	
	1957	1,301	305,633	306,788	8,655	11,901	59.9	1,056,939	573,605	155	4	11	6.5	
	1956	841	124,036	127,218	6,014	4,703	56.0	441,425	235,227	39	3	1	2.3	
Central Western Region	Western Maryland.....	1960	843	147,938	154,909	10,314	6,835	64.5	613,425	356,321	44	1	1	2.3
	1959	5,029	1,071,007	1,072,272	18,465	43,009	52.1	3,973,339	2,021,720	570	8	47	7.5	
	1958	5,060	1,166,613	1,168,326	20,250	52,778	53.7	4,814,723	2,634,805	593	36	57	8.1	
	1957	2,721	644,774	659,074	25,837	33,035	53.8	3,281,968	1,771,056	155	7	4	3.3	
	1956	2,724	762,717	782,986	32,211	38,335	53.3	3,878,187	2,118,499	187	16	10	4.7	
Northwestern Region	Rich., Fred. & Potomac.....	1960	110	36,812	36,812	6,945	2,123	59.2	153,592	59,989	15	1	1	2.3
	1959	110	40,223	40,223	810	2,453	59.9	175,405	69,087	15	1	1	2.3	
	1958	5,561	674,386	674,386	6,644	24,076	53.9	1,944,146	849,900	128	1	1	2.3	
	1957	5,563	717,321	717,321	7,352	26,034	54.7	2,102,681	935,436	127	1	1	2.3	
	1956	1,712	164,125	164,125	2,388	6,415	59.6	521,697	251,489	30	2	6.3		
Southern Region	Central of Georgia.....	1960	1,712	179,711	179,711	2,011	7,187	63.0	554,418	269,284	32	2	5.9	
	1959	572	92,571	92,571	3,671	52.8	291,457	102,464	52	5	1	1.7		
	1958	572	114,457	114,457	3,560	57.7	278,891	98,075	53	1	1	1.9		
	1957	2,717	252,360	252,360	84	12,401	60.2	912,667	434,146	88	3	3.3		
	1956	2,717	263,391	263,391	11,179	60.7	1,068,498	492,926	87	4	4.1			
Northwestern Region	Illinois Central.....	1960	6,500	905,792	905,792	23,500	38,585	57.0	3,001,999	1,350,269	156	5	23	12.5
	1959	6,500	1,000,209	1,000,209	25,866	42,640	57.2	3,328,302	1,508,760	207	10	115	34.6	
	1958	5,666	931,845	932,380	15,949	32,428	59.5	2,605,995	1,275,303	170	3	1.7		
	1957	5,678	975,658	976,315	16,096	35,960	57.4	2,964,878	1,431,376	168	3	1.8		
	1956	4,123	538,871	538,871	2,161	22,188	55.4	1,833,516	819,688	122	3	5	3.9	
Central Western Region	Seaboard Air Line.....	1960	4,134	605,357	605,357	2,357	24,636	56.1	1,989,655	897,678	122	6	4.7	
	1959	6,242	838,526	838,666	10,650	35,947	58.6	2,664,938	1,065,908	195	5	4	2.4	
	1958	6,242	848,751	848,911	8,495	39,517	60.2	2,864,626	1,301,822	195	6	4	2.0	
	1957	10,693	843,984	843,989	8,637	26,693	52.6	2,244,048	749,423	195	44	17	6.6	
	1956	10,635	895,273	895,291	11,347	31,127	58.1	2,357,979	959,523	219	8	20	8.1	
Northwestern Region	Chicago & North Western.....	1960	1,437	131,063	131,063	1,62	5,790	60.0	429,418	188,304	25	2	7.4	
	1959	1,437	137,584	137,584	180	6,808	60.4	513,232	231,844	24	3	11.1		
	1958	10,588	758,609	764,095	8,245	30,618	59.0	2,313,409	993,144	161	15	5	2.8	
	1957	10,591	798,303	804,097	7,845	33,490	60.0	2,425,185	1,053,113	341	15	13	3.5	
	1956	574	24,395	24,103	108	350	49.7	28,583	12,078	24	57	9	10.0	
Northwestern Region	Duluth, Missabe & Iron Range.....	1960	575	66,477	66,548	423	2,674	19.8	274,049	152,057	65	5	8	10.3
	1959	8,267	876,555	880,955	21,958	33,152	62.3	2,454,866	1,098,441	293	3	12	3.9	
	1958	8,276	900,510	903,129	18,405	35,939	62.6	2,682,196	1,219,986	273	10	9	7.4	
	1957	4,169	349,435	349,759	44	11,282	59.3	825,528	361,002	88	4	4.3		
	1956	4,169	347,066	347,617	385	11,166	60.7	802,050	347,577	89	4	6	6.1	
Northwestern Region	Northern Pacific.....	1960	6,505	757,106	763,950	8,941	27,158	55.7	2,062,928	844,389	253	1	11	4.2
	1959	6,538	767,589	774,292	10,229	29,339	58.7	2,143,486	894,202	243	1	3	1.2	
	1958	935	131,803	131,803	994	5,273	65.7	382,012	177,783	22	2	2	3.5	
	1957	935	138,164	138,164	1,047	5,814	71.8	412,154	206,221	55	1	1	1.9	
	1956	889	116,734	116,837	74	7,034	62.4	555,549	259,106	20	2	9.1		
Central Western Region	Kansas City Southern.....	1960	886	119,602	119,602	115	7,396	62.8	568,538	259,006	23	2	8.0	
	1959	746	68,155	68,155	3,452	62.2	279,769	133,278	17	1	1	1.7		
	1958	746	74,786	74,786	3,445	61.4	276,715	128,527	17	1	1	1.7		
	1957	2,890	230,889	230,889	1,967	9,284	58.9	731,689	322,487	73	1	1	1.7	
	1956	2,916	222,603	222,603	2,158	9,251	56.7	731,305	311,008	58	1	1	1.7	
Southwestern Region	Missouri Pacific.....	1960	9,362	1,058,924	1,058,924	7,996	47,490	61.1	3,318,048	1,559,656	190	11	15	6.9
	1959	9,413	1,154,358	1,154,358	8,333	50,224	59.8	3,758,896	1,644,219	209	4	17	7.4	
	1958	4,505	572,259	572,259	6,206	22,085	64.1	1,551,685	710,131	89	4	18	16.2	
	1957	4,527	574,344	574,344	5,727	23,413	64.9	1,626,313	745,931	98	9	8.4		
	1956	1,354	330,127	330,127	3,747	14,457	61.4	989,029	442,110	51	1			



# for the Month of December 1960 Compared with December 1959

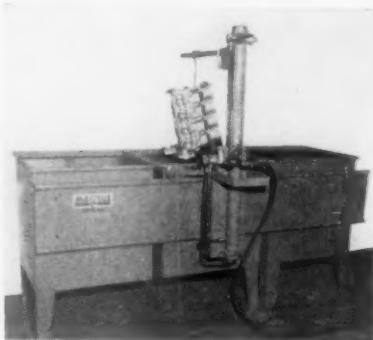
Region, Road and Year	Freight cars on line			Per Cent B.O.	G.T.M. per train-hr. exc. locos and tenders	G.T.M. per train-mi. exc. locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Cars-miles per car-day	Train-miles per train-hour	Miles per loco. per day
	Home	Foreign	Total									
<b>New Eng. Region</b>												
Boston & Maine.....1960	2,344	6,941	9,285	1.9	39,605	2,583	1,052	31.1	738	40.9	4,433	15.4
1959	2,344	7,914	10,258	3.0	39,150	2,477	980	28.9	677	39.5	4,460	15.6
N. Y., N. H. & Harfd.....1960	4,749	13,073	17,822	5.1	38,387	2,420	942	27.0	373	23.2	3,755	15.9
1959	4,531	13,154	17,685	8.4	37,068	2,366	911	27.0	436	26.2	4,438	15.7
<b>Delaware &amp; Hudson</b> .....1960	5,995	3,321	9,316	13.0	59,782	3,221	1,572	37.6	845	37.5	10,023	18.7
1959	5,132	4,873	10,005	9.7	64,583	3,575	1,844	37.8	1,388	56.6	12,800	18.2
<b>Erie-Lackawanna*</b> .....1960	18,786	18,394	37,177	13.1	63,213	3,107	1,191	25.8	741	45.1	8,831	20.6
1959	13,300	16,498	29,798	12.0	56,751	3,306	1,325	26.9	822	47.0	9,978	20.1
<b>Grand Trunk Western</b> .....1960	5,947	5,560	11,507	6.6	57,012	2,255	839	27.4	453	30.0	5,458	23.3
1959	5,103	7,108	12,211	5.1	55,538	2,424	917	29.3	467	28.7	6,079	22.9
<b>Leligh Valley</b> .....1960	7,784	8,278	16,062	17.8	60,753	2,939	1,321	31.4	435	21.7	6,209	20.9
1959	6,091	9,324	15,415	10.9	61,973	2,915	1,331	32.0	549	26.6	7,295	21.4
<b>New York Central</b> .....1960	67,361	61,059	128,420	12.8	57,736	3,163	1,303	33.7	588	31.7	7,372	18.4
1959	57,248	72,134	129,382	8.9	59,614	3,402	1,450	34.8	682	35.2	8,789	17.7
<b>New York, Chic. &amp; St. L.</b> .....1960	13,944	10,498	24,442	12.2	63,661	3,079	1,267	31.0	873	47.4	9,601	18.6
1959	9,163	15,833	24,996	14.5	66,586	3,379	1,488	33.5	1,149	56.5	13,528	18.7
<b>Pitta. &amp; Lake Erie</b> .....1960	10,044	2,483	12,527	9.1	61,361	4,031	2,230	55.6	215	7.2	11,070	15.2
1959	4,912	6,389	11,301	3.5	57,393	3,778	2,242	56.4	382	10.8	20,108	15.4
<b>Wabash</b> .....1960	7,557	6,318	13,875	11.3	82,983	3,416	1,334	28.2	1,049	62.1	6,193	24.3
1959	10,019	6,724	16,743	12.3	83,755	3,480	1,390	28.2	980	55.9	6,867	24.2
<b>Baltimore &amp; Ohio</b> .....1960	64,259	30,269	94,528	23.3	54,888	3,344	1,519	38.6	583	27.0	9,497	16.7
1959	57,733	43,333	101,066	14.9	54,422	3,514	1,671	39.0	724	32.8	12,568	15.7
<b>Bessemer &amp; Lake Erie</b> .....1960	5,534	630	6,164	14.1	41,854	2,842	1,580	61.9	179	5.6	5,814	15.8
1959	4,105	1,282	5,387	8.3	70,121	4,782	3,061	70.2	399	19.7	21,992	15.6
<b>Central RR Co. of New Jersey</b> .....1960	4,387	11,363	15,750	13.1	43,716	3,181	1,681	43.2	365	13.6	8,997	14.5
1959	4,382	10,210	14,592	19.5	44,209	3,166	1,712	43.2	381	13.9	9,448	14.6
<b>Chicago &amp; Eastern Ill.</b> .....1960	3,634	2,312	5,946	13.9	63,330	3,340	1,590	37.6	824	37.3	5,680	19.1
1959	3,795	2,313	6,108	15.4	67,124	3,500	1,723	39.0	1,034	43.8	6,929	19.3
<b>Elgin, Joliet &amp; Eastern</b> .....1960	8,493	4,614	13,107	6.7	23,262	3,213	1,708	45.3	190	7.2	11,213	7.5
1959	7,599	8,343	15,942	4.1	21,549	2,915	1,577	46.9	226	8.1	16,203	7.6
<b>Pennsylvania System</b> .....1960	119,004	66,146	185,150	15.2	53,513	3,138	1,306	31.4	508	25.2	9,614	17.6
1959	100,696	91,999	192,695	11.1	53,270	3,362	1,564	36.6	662	30.1	13,062	16.9
<b>Reading</b> .....1960	17,105	14,124	31,229	11.2	52,709	3,137	1,629	47.5	46	1.6	11,090	16.9
1959	13,816	18,616	32,432	18.5	52,608	3,458	1,877	48.2	565	19.6	14,222	15.2
<b>Western Maryland</b> .....1960	8,363	2,995	11,358	8.2	53,088	3,591	1,914	50.0	649	23.2	9,023	14.9
1959	6,045	3,935	9,980	5.2	57,233	4,211	2,446	52.1	1,213	36.1	13,635	13.8
<b>Pocomoke &amp; Chesapeake</b> .....1960	68,880	11,592	80,472	10.5	63,568	3,720	1,893	47.0	755	30.8	12,968	17.1
1959	64,703	25,861	90,564	3.7	75,160	4,149	2,271	49.9	962	35.9	16,797	18.2
<b>Norfolk &amp; Western</b> .....1960	59,690	7,429	67,119	7.5	87,929	5,200	2,806	53.6	852	29.5	20,996	17.3
1959	55,901	7,802	63,703	2.8	88,900	5,200	2,810	55.3	1,130	38.4	25,088	17.5
<b>Rich., Fred. &amp; Potomac</b> .....1960	203	1,045	1,248	2.2	97,581	1,739	1,632	28.3	1,559	93.3	17,592	23.4
1959	122	746	868	4.0	102,396	1,368	1,720	28.2	2,272	134.8	20,260	23.5
<b>Atlantic Coast Line</b> .....1960	20,232	15,738	35,970	4.7	49,535	2,892	1,264	35.3	771	40.6	1,931	17.2
1959	21,046	17,193	38,239	5.0	50,214	2,942	1,309	35.9	807	41.1	5,424	17.1
<b>Central of Georgia</b> .....1960	5,333	4,163	9,496	7.0	54,622	3,182	1,534	39.2	849	36.3	4,739	17.2
1959	4,109	4,834	8,943	3.3	53,500	3,087	1,500	37.5	983	41.6	5,074	17.3
<b>Florida East Coast</b> .....1960	691	3,956	4,647	.5	48,359	3,148	1,107	27.9	771	52.4	5,778	15.4
1959	712	4,326	5,038	.5	42,821	2,437	857	27.5	664	41.8	5,531	17.6
<b>Gulf, Mobile &amp; Ohio</b> .....1960	8,370	7,879	16,249	7.0	74,845	3,738	1,721	35.0	821	38.9	5,154	20.0
1959	7,537	8,703	16,240	6.4	78,630	4,059	1,873	34.8	951	45.1	5,852	19.4
<b>Illinois Central</b> .....1960	31,044	17,179	48,223	11.1	53,161	3,315	1,561	35.0	858	43.0	6,701	13.5
1959	29,535	17,832	47,367	3.4	61,120	3,351	1,519	34.1	981	48.5	7,488	18.4
<b>Louisville &amp; Nashville</b> .....1960	35,441	13,897	49,338	11.0	55,992	2,805	1,373	39.3	839	35.8	7,261	19.9
1959	38,089	17,429	55,518	10.7	54,821	3,047	1,471	39.8	854	37.4	8,132	18.0
<b>Seaboard Air Line</b> .....1960	20,196	11,825	32,021	3.5	61,509	3,162	1,548	36.9	819	41.5	6,413	18.1
1959	17,234	13,607	30,841	2.7	60,051	3,314	1,509	36.4	947	46.3	7,005	18.3
<b>Southern</b> .....1960	21,096	31,316	52,412	3.6	56,788	3,182	1,273	29.7	670	38.5	5,509	17.9
1959	19,484	30,917	50,401	3.7	57,051	3,382	1,537	32.9	855	43.1	6,728	16.9
<b>Chicago &amp; North Western</b> .....1960	28,089	23,000	51,169	8.4	49,240	2,665	890	28.1	468	31.7	2,260	18.5
1959	25,499	25,826	51,325	5.1	49,236	2,614	1,076	30.8	595	33.2	2,910	18.9
<b>Chicago Great Western</b> .....1960	2,798	3,129	5,927	4.0	65,132	3,288	1,432	30.9	885	47.0	4,514	19.9
1959	2,857	3,531	6,388	3.6	71,421	3,739	1,689	34.1	1,169	56.8	5,204	19.1
<b>Chic., Milw., St. P. &amp; Pac.</b> .....1960	32,163	18,400	50,563	6.3	64,947	3,060	1,314	32.4	637	33.3	3,026	21.3
1959	29,819	19,223	49,042	4.4	63,195	3,046	1,323	31.4	664	35.1	3,208	20.8
<b>Duluth, Missabe &amp; Iron Range</b> .....1960	13,712	467	14,179	1.3	18,694	1,220	515	34.5	27	1.6	679	16.0
1959	12,306	1,131	13,437	1.6	72,328	4,492	2,493	56.9	362	12.8	8,531	17.5
<b>Great Northern</b> .....1960	28,328	16,821	45,149	2.7	61,172	2,818	1,261	33.1	771	37.4	4,286	21.9
1959	24,569	15,269	39,838	4.8	63,437	3,032	1,379	32.6	803	42.6	4,442	21.3
<b>Minn., St. P. &amp; S. Ste. Marie</b> .....1960	7,814	4,448	12,262	9.7	48,469	2,362	1,033	32.0	907	47.8	2,793	20.5
1959	7,960	6,164	14,124	6.5	47,163	2,318	1,004	31.1	798	42.2	2,689	20.4
<b>Northern Pacific</b> .....1960	22,291	13,865	36,156	2.9	59,631	2,738	1,121	31.1	767	44.3	4,187	21.9
1959	20,519	14,360	34,879	2.3	60,784	2,798	1,167	30.5	818	45.7	4,412	21.8
<b>Spokane, Portland &amp; Seattle</b> .....1960	1,634	3,850	5,484	2.8	41,134	2,910	1,353	33.7	1,008	45.5	6,134	14.2
1959	1,394	3,929	5,323	2.2	45,118	2,993	1,498	35.5	1,184	46.6	7,115	15.1
<b>Atch., Top. &amp; S. Fe (incl. G. C. S. F. and P. &amp; S. F.)</b> .....1960	57,891	27,989	85,880	5.7	83,819	3,240	1,235	28.6	1,091	62.4	7,316	25.9
1959	52,374	32,388	84,762	3.6	80,065	3,068	1,120	27.9	1,120	65.1	7,446	25.6
<b>Chic., Burl. &amp; Quincy</b> .....1960	27,419	17,111	44,530	5.5	64,996	2,848	1,220	30.9	885	47.0	4,514	23.0
1959	27,300	16,825	44,125	4.0	65,732	2,941	1,239	30.8	951	51.9	4,807	22.5
<b>Chic., Rock I. &amp; Pac.</b> .....1960	18,439	15,963	34,402	6.4	65,804	3,049	1,219	31.0	932	53.0	4,330	21.6
1959	17,067	19,041	36,108	5.3	67,791	3,103	1,235	30.1	959	54.2	4,676	21.9
<b>Denver &amp; R. G. Western</b> .....1960	8,239	6,041	14,280	5.2	70,385	3,418	1,796	38.6	1,010	37.8	6,722	20.7
1959	8,371	6,017	14,388	5.0	65,710	3,261	1,588	35.7	1,040	41.9	6,952	20.2
<b>Southern Pacific</b> .....1960	31,036	35,225	66,261	1.4	73,406	3,092	1,296	30.3	1,213	65.0	10,519	21.0
1959	34,340	41,087	75,427	2.0	69,257	3,111	1,328	29.6	1,237	61.3	11,083	22.6
<b>Union Pacific</b> .....1960	37,681	24,323	62,004	2.5	87,953	3,216	1,333	29.0	1,244	69.2	8,100	27.6
1959	35,370	29,127	64,497	1.8	89,414	3,294	1,403	29.4	1,392	73.7	9,064	27.4
<b>Western Pacific</b> .....1960	3,23											

# NEW PRODUCTS REPORT



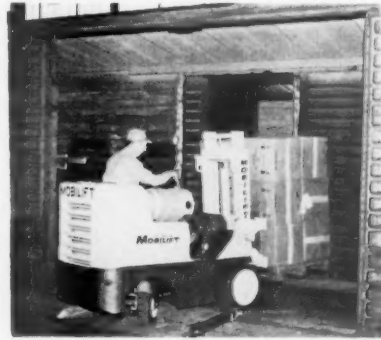
## Damage Prevention Device

DF-B movable bulkheads are of one-piece metal construction and can be positioned by means of a single lever which does the locking and unlocking and serves as a handle for positioning the partitions. They are used two to a car, making three separate compartments and preventing load shifting and damage in transit to packaged and palletized commodities normally shipped in cartons. *Evans Products Co., Dept. RA, Plymouth, Mich.*



## Cleaning Tank

The Porto Lif "tramway" for multi-tank cleaning, a 75-lb-capacity unit, provides 100 to 140 up-and-down motions per minute. Work loaded on platform at floor level is pneumatically raised and manually rolled on track over first tank. Lever lowers platform into solution and automatically starts agitation. Then platform is raised and unit rolled to next tank for agitated rinse. *Magnus Chemical Co., Dept. M-124-3 (RA), Garwood, N.J.*



## Fork Lift Truck

New M-40 unit features compact, 14-in., automatic drive (finger-touch controls and two-speed transmission) and an exclusive hydraulic rear wheel leveling suspension for stability on uneven floors. This cushion-tired sit-down model has a mast that lifts a 4,000-lb load 130 inches high. Available for gasoline and LP gas fuels. The M-40 is said to be easily serviced. *Mobilift Division, Minneapolis-Moline Co., Dept. RA, Hopkins, Minn.*



## Self-Adhesive Nameplates

Card-mounted aluminum foil and polyvinyl chloride self-adhesive nameplates with permanently debossed printing conform to virtually any surface, resist oil, dirt and heat. They cannot be removed and reapplied without evidence of tampering. Available on Blue Streak dispenser cards, the self-adhesive nameplates may be ordered with any wording, special trademarks or illustrations. *W. H. Brady Co., Dept. RA, 727 West Glendale Ave., Milwaukee 9, Wis.*



## Journal Lubricator

The Royal non-reversible lubricator pad features two felt-encased blue-tempered, flat-steel springs arranged to maintain constant lubrication at journal contact. Cotton yarn loops chenilled through the felt are said to provide a ready flow of oil and to prevent glazing. The lubricator has been AAR-approved for test application in interchange. *Journal Box Servicing Corp., Dept. RA, 332 S. Michigan Ave., Chicago 4.*



## Temperature Recorder

New American Transportation Temperature Recorder provides a permanent record of refrigerated compartment temperatures from pick-up to delivery. "Writing" arm continuously notes air temperatures on a circular revolving chart. Companion item is a Temperature Indicating Thermometer for constant temperature check, if desired. *Gauge & Instrument Division, Manning, Maxwell & Moore, Inc., Dept. RA, Stratford, Conn.*

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area is desirable. It controls all vegetation. Normal rainfall starts action—a total accumulated rainfall of an inch is ample. And it is safe . . . noncorrosive, nonflammable, and nontoxic. You ought to know the whole story. Write Diamond Alkali Company, 300 Union Commerce Building, Cleveland 14, Ohio.

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Dawson Burwash  
Lyman

## PEOPLE IN THE NEWS

**CANADIAN NATIONAL.**—Kenneth L. Crump, labor relations assistant for the system at Montreal, appointed regional employee relations officer, succeeding George A. Blakney, retired.

Lawrence B. Freeman, general freight traffic manager, appointed general traffic manager at Chicago, in charge of "off line" sales offices in the United States. John L. Bickley, passenger traffic manager, Chicago, named assistant general traffic manager.

**CANADIAN PACIFIC.**—H. W. Trawick, signal engineer, Montreal, appointed assistant engineer of signals, office of chief engineer there. L. B. George, chief of motive power and rolling stock, retires April 30.

**CENTRAL OF GEORGIA.**—T. Watson Cowan, superintendent station operations, Savannah, Ga., appointed general superintendent, Central of Georgia Motor Transport Co., succeeding C. E. Free, resigned. Paul D. Bray, agent, Macon, succeeds Mr. Cowan as superintendent station operations, but will remain at Macon.

**CHICAGO & NORTH WESTERN.**—The St. Paul sales office of the M&STL Ry. Division is now located in Room 507, 275 East Fourth Street, St. Paul 1. The Pittsburgh C&NW and M&STL Ry. Division offices are now located in Rooms 232-235, Oliver Building, Mellon Square, Pittsburgh 22. The Indianapolis offices of the C&NW and the M&STL Ry. Division are now located in Room 607, Merchants Bank Bldg., 11 South Meridian, Indianapolis 4.

**DENVER & RIO GRANDE WESTERN.**—R. C. Cavness, industrial engineer, Denver, appointed director of industrial development there, succeeding E. L. Beardsley, who retired March 31. H. A. Phillips named assistant director of industrial development, Denver. R. J. Schneider appointed district freight and passenger agent, Detroit, Mich.

**ERIE-LACKAWANNA.**—William E. Kane, assistant to auditor of disbursements, and Frank V. Kelleher, freight claim agent, both at Cleveland, retired March 31.

**FLORIDA EAST COAST.**—John Sims, general foreman, New Smyrna Beach, Fla., appointed shop superintendent, locomotive department, at that point.

**FRISCO.**—E. R. Belt, vice president, retired March 31. H. L. Gastler, superintendent, Fort Scott, Kan., named vice president, Birmingham, Ala., to replace E. G. Baker, transferred to St. Louis. R. H. Paschal succeeds Mr. Gast-

ler. W. T. Bryan appointed superintendent, Western division, Enid, Okla. C. P. Battaile, E. A. Osborne and R. L. Sanford named assistant superintendents, Amory, Miss., Pensacola, Fla. and Springfield, Mo., respectively. H. O. Buzbee and C. W. Williamson appointed terminal trainmasters, Tulsa, Okla. and Memphis, Tenn., respectively. J. W. Dollar appointed trainmaster, Neodesha, Kan.

**GULF, COLORADO & SANTA FE.**—D. J. Everett, superintendent of shops—master mechanic, Western lines, Santa Fe, Albuquerque, N.M., appointed superintendent of shops—master mechanic, Northern division, GC&SF, Cleburne, Tex., succeeding J. D. Nimmo, who retired March 31. C. W. Cramer, general foreman—diesel, appointed assistant superintendent of shops—locomotive, with headquarters as before at Cleburne. O. H. Barker, Jr., superintendent car department, Cleburne, named assistant superintendent of shops—car, at that point.

**LEHIGH & NEW ENGLAND.**—F. E. Valkenburg elected secretary and comptroller, Bethlehem, Pa., succeeding Walter L. Mitchell, resigned after 45 years of service. Abolished position of assistant comptroller formerly held by Mr. Valkenburg.

**LOUISVILLE & NASHVILLE.**—John E. Tilford, chairman of the advisory committee and a member of the board of directors, retired April 5. A. L. M. Wiggins, chairman of the board, L&N and Atlantic Coast Line, retires April 18. Mr. Wiggins will continue to serve as a member of the board of both roads.

George M. Timberman, assistant coal traffic manager, appointed manager, coal sales and service, Louisville, Ky.

**MERIDIAN & BIGBEE.**—Arnold E. Simmons, controller, Meridian, Miss., appointed treasurer and assistant secretary, succeeding Miss Catherine Sullivan, who retired March 31.

**MILWAUKEE.**—Laverne W. Schroeder, Douglas C. Workman and William A. Zimmerman, district supervisors of rail-highway sales, Chicago, appointed district representatives, rail-highway sales, with headquarters at Omaha, Minneapolis and New York, respectively.

The Omaha traffic offices, formerly in the Kilpatrick Bldg., 222 South 15th Street, are now located in Room 503, Grain Exchange Bldg., 1905 Harney Street, Omaha 2.

**MISSISSIPPI CENTRAL.**—F. E. Montgomery, general manager, Hattiesburg, Miss., elected vice president and general manager.

**MISSOURI-KANSAS-TEXAS.**—Donald V. Fraser,

chairman of the board, retires May 5.

**MISSOURI PACIFIC.**—Glenn L. Osborn appointed auditor station accounts, to succeed William M. Delany, who retired April 1. C. R. Pedigo named assistant controller-cost, and R. V. Hazer appointed engineer-capital expenditures, both at St. Louis.

V. M. Driskill, trainmaster, St. Louis Terminal division, St. Louis, transferred to Jefferson City, Mo., succeeding H. A. Hopkins, promoted. D. L. Halferty replaces Mr. Driskill.

Clifford J. Bindner, coal traffic manager, retired March 31. G. Thomas Selover, chief clerk in the traffic department, Kansas City, appointed general agent, Texarkana, Ark., succeeding Walter J. Fant, division freight and passenger agent, retired. Walter W. Holt, general agent, Detroit, retired March 31. Charles W. Michel, assistant coal traffic manager, St. Louis, appointed manager—coal sales there.

**NEW YORK CENTRAL.**—Thomas R. Gibson named communications engineer, New York. Mr. Gibson was formerly engineer signals and communications for the Wabash.

Joseph D. Gunther, assistant vice president—freight sales and service, Boston, Mass., transferred to Detroit. Warren H. White, assistant freight sales manager, New York, named New England freight sales manager, Boston. Anthony A. Cienas, coal sales manager, New York, named freight sales manager, Buffalo. Jerry E. Gobrecht, assistant director of rates, New York, succeeds Mr. Cienas. Francis W. Kriedler named manager of automobile industry services at New York. Thomas T. Lentz, district freight salesman, Cleveland, promoted to assistant manager, Flexi-Van sales and service there. William H. Ehrhardt, chief Flexi-Van clerk, New York, named assistant director of rates.

**NEW YORK, SUSQUEHANNA & WESTERN.**—E. P. Bessell, secretary and assistant treasurer, Paterson, N. J., retired April 6. W. A. Logan, treasurer, elected secretary-treasurer. H. J. Draney, auditor of revenue and disbursements, appointed to additional offices of assistant secretary and assistant treasurer.

**NORFOLK SOUTHERN.**—R. I. Bowles, director of personnel, will handle all matters heretofore under jurisdiction of R. F. Haley, director of labor relations, retired. Abolished position of director of labor relations.

**NORTHERN PACIFIC.**—V. L. Guthrie appointed assistant signal engineer, Lines between Mandan, N.D., and Paradise, Mont., at Livingston, Mont., succeeding J. T. Groth, who retired April 1. R. F. Dewing named signal supervisor, Missoula, Mont., succeeding Mr. Guthrie.

**PIEDMONT & NORTHERN.**—L. R. Lawson appointed traffic manager—rates and divisions. E. E. Culbreath named freight traffic mana-





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ger—sales and service. Abolished position of general freight agent—sales and service, formerly held by Mr. Culbreath.

**RAILWAY PROGRESS INSTITUTE.**—John Coonley, managing editor, Illinois Central Magazine, joined the RPI on April 15 as editor of publications.

**RUTLAND.**—James H. Lelivelt appointed district sales representative, Western region, Chicago. Mr. Lelivelt was formerly employed in a sales capacity with the Chicago & Eastern Illinois in the midwest.

**ST. JOSEPH TERMINAL.**—D. V. Raney appointed superintendent, to succeed A. E. Buckingham, retired.

**SANTA FE.**—William B. Cox, special representative, public relations department, Chicago, transferred to Topeka, Kan. George T. Grader, special representative, Chicago, replaces Mr. Cox, and is replaced by Gilbert L. Sweet, traveling representative, Oklahoma City.

W. H. Clark named district engineer, Western district, Eastern Lines, Topeka, Kan., succeeding Frank Helm, retired.

W. L. Seabridge appointed regional engineer, Los Angeles, succeeding W. S. Autrey, promoted (RA, April 3, p. 28).

M. W. Gibson appointed trainmaster-road foreman of engines, Oklahoma division, Chanute, Kan., replacing L. S. Lawrence, temporarily assigned to special duties.

K. C. Keeney appointed office engineer, Coast Lines, Los Angeles, to replace W. W. Toliver, promoted.

**SEABOARD.**—W. R. Byrd, assistant auditor of revenues, Richmond, Va., appointed freight claim agent there, succeeding P. W. Kirk, named auditor of revenues, replacing the

late H. W. Barber. C. L. Saunders, Jr., assistant auditor of disbursements, appointed assistant auditor of revenues.

**SOUTHERN.**—At Washington, D.C., Daniel E. Humphries appointed coal freight agent; Charles W. Pates, Jr., assistant to freight traffic manager; Charles C. Caldwell, John R. Staley, Jr., George E. Tisinger and Glennon F. Weisbrod, assistant general freight agents. Mr. Humphries has been coal freight agent at Atlanta. Mr. Pates has been serving in the traffic department at Washington. Messrs. Caldwell and Tisinger formerly served at Atlanta. Mr. Staley was assistant to freight traffic manager at Atlanta. Mr. Weisbrod was district freight agent at Birmingham, Ala. James L. Higgins, who has been serving in the fuel department at Atlanta, appointed coal freight agent at Knoxville, Tenn.

William R. Donaldson, auditor for computer accounting, appointed assistant comptroller, with headquarters remaining at Atlanta. Mr. Donaldson will be in charge of accounting department operations in Atlanta, succeeding Maurice F. Hawkshaw, who retired March 31.

**SOUTHERN PACIFIC-TEXAS & NEW ORLEANS.**—H. M. Williamson appointed chief engineer-system, and W. J. Jones named engineer maintenance of way and structures-system, both with headquarters at San Francisco and Houston.

Charles E. Neal appointed assistant engineer maintenance of way and structures, SP, San Francisco.

**TERMINAL RAILROAD ASSN. OF ST. LOUIS.**—H. G. Field appointed superintendent motive power and equipment, to succeed George B. Miller, who retired April 16. Fred C. Whitlock, assistant to superintendent motive power and

equipment, retires May 1.

**TEXAS & PACIFIC.**—R. H. Stallings, assistant auditor expenditures, appointed auditor expenditures, succeeding R. E. Hardwick, who retired April 1. T. A. Mattingly, assistant to auditor expenditures, replaces Mr. Stallings.

**UNION PACIFIC.**—Albert J. Stilling, assistant freight traffic manager, Omaha, Neb., appointed freight traffic manager—commerce, at that point. Charles O. Showalter, assistant freight traffic manager, Omaha, named freight traffic manager—rates and divisions there. William J. Sullivan, chief of the rate legislative bureau, named assistant general freight agent, succeeding C. D. Chambers, appointed assistant freight traffic manager.

**WABASH.**—H. A. Christ, purchasing agent, appointed assistant to president, St. Louis. C. E. Hubbell, assistant purchasing agent, named manager of purchases and stores, and D. R. Novack, stores inspector, appointed assistant manager of purchases and stores, both at Decatur, Ill.

## Supply Trade

Melville Machinery Company Ltd. has merged with Lyman Tube & Supply Company Ltd. Dawson Burwash will be in charge of railway equipment sales.

Gerald R. White, operations administrator for the Microwave Department of Motorola Communications and Electronics, Inc., has been appointed railroad microwave representative. He will be responsible for the design and sale of microwave radio relay systems to railroads.

**EXHIBIT "A"**

**IN THE DISTRICT COURT OF THE UNITED STATES  
FOR THE NORTHERN DISTRICT OF GEORGIA  
GAINESVILLE DIVISION**

**MORGAN GUARANTY TRUST COMPANY OF NEW YORK as trustee } No. 5, In Equity  
TALLULAH FALLS RAILWAY COMPANY**

**NOTICE OF SALES OF PROPERTIES OF TALLULAH FALLS RAILWAY COMPANY**

Pursuant to an order of the United States District Court for the Northern District of Georgia, Gainesville Division, entered on the 22nd day of March 1961 in the above entitled cause, the undersigned will on May 2, 1961, sell at public sales to the highest bidder, for cash, free from liens, subject to confirmation by the Court, the properties of Tallulah Falls Railway Company as described in said order:

The first sale shall be made before the Court House Door at Clarkesville, Habersham County, Georgia, beginning at 11:00 A. M. of said date.

At said sale the property described in the order aforesaid as Parcel 1 will be sold.

That property is generally described as follows:

Parcel 1: Beginning at Milepost 0 of Tallulah Falls Railway Company at its connection with the railroad of Atlanta and Charlotte Air Line Railway Company (now Southern Railway Company) in the town of Cornelia, Habersham County, Georgia, thence northwardly along said railroad four miles, together with all franchises and property, real, personal and mixed now owned by the railway company, as appurtenances to said four miles of railroad, including all franchises, rights of way, road-bed, bridges, railroad tracks, switches, side tracks, turn-outs, turn tables, lands, depots, station houses, round houses, machine shops, buildings and structures of every sort, with all other real property or property in the nature of realty which is a part of, connected with, or pertinent to said four miles of railroad, or which may be used in connection therewith, all as more particularly set forth in the Description of Tallulah Falls Railway Company to Tallulah Falls Mile Post 4.

More particularly described on pages 6, 7 and 8 of the Final Decree in this case entered on the 22nd day of March, 1961; together with parcels of land at Cornelia, Georgia on which Dispatcher's office and lockerhouse are located, more particularly described in deeds recorded in Deed Book KK, page 280 and Deed Book QQ, page 406, Habersham County, Georgia; also Shop buildings located at Cornelia, Georgia as set out in Paragraph 2 (a) of the decree aforesaid.

The second sale shall be made at 2:00 P.M. on May 2, 1961, or as soon thereafter on said date as the Commissioner can commence the sale after having completed the sale at Clarkesville, before the Court House door in Clayton, Rabun County, Georgia.

At said second sale the property described in the order aforesaid as Parcel 2 will be sold.

That property is generally described as follows:

Parcel 2: Beginning at Milepost 4 of Tallulah Falls Railway Company in Habersham County, Georgia, thence northwardly through the Counties of Habersham and Rabun, in the State of Georgia, and the County of Macon, in the State of North Carolina, a distance of fifty-four miles, more or less, to its terminus in the Town of Franklin, in said County of Macon, State of North Carolina, together with all the franchises and property, real, personal and mixed now owned by the railway company as appurtenances to said fifty-four miles of railroad, including all franchises, rights of way, road-bed, bridges, railroad tracks, switches, side tracks, turn-outs, turn tables, lands, depots, station houses, round houses, machine shops, buildings and structures of every sort, with all other real property or property in the nature of realty which is a part of connected with, or pertinent to said fifty-four miles of railroad, or which may be used in connection therewith, including those parcels of land mentioned in Paragraph 2 (b)(a) of the decree other than those which are included in Parcel 1 hereof. Also a telegraph line of approximately 57.10 miles in length extending along the Tallulah Falls Railway from Cornelia, Georgia, to Franklin, North Carolina and all poles, wire and other materials in said line. Also all of the personal property listed in Paragraph numbered 2 (b)(b) of this decree.\* Also all of the real property of Tallulah Falls Railway Company not specifically referred to herein, or in Parcel 1.

\* Paragraph 2 (b)(b) of the decree lists the following:

(b) All locomotives, cars, carriages, tools, machinery, rolling stock, and equipment, for whatever form of motive power provided, and all other personal property and property in the nature of personalty now the property of the railway company, including:

2 Alco-G.E. 70-ton Diesel Electric Locomotives; (Numbers 501 and 502);	clusive (Omitting #3)
1 steel Underframe Freight Caboose Car, Number X-5	1 Bridge and Building Motor Car
1 Wooden Underframe Freight Caboose Car, X-6	1 Bridge and Building Crank-Operated Derrick
1 Rail Motor Car, No. B23	1 Wood Spray Car
3 Steel Flat Cars (Numbers 103, 105 and 108)	1 Bridge and Building Dining Car, Number B-21
6 Fairmont Section Motor Cars, Nos. 1-7, inclusive	1 Tool Car—Converted Freight Box Car, Number B-22
	1 Fairmont inspection Car

In order to qualify as a bidder at either one of the sales aforesaid, all persons, firms or corporations, desiring to bid thereat shall deposit with the Commissioner, prior to the hour of sale, a certified check payable or endorsed to the Commissioner upon some solvent bank in this State, or a cashier's check properly issued by a bank of New York, Washington, D.C., Atlanta, Georgia, Gainesville, Georgia, Cornelia, Georgia, Clarkesville, Georgia, Clayton, Georgia, or Franklin, North Carolina or other bank acceptable to the Commissioner, in the sum of \$5,000.00 which deposit shall be made before the time set for the sales respectively. It shall be announced at the sale that such deposits will be made by bidders upon the conditions that if the successful bidder fails to comply with the terms and conditions of the bid upon confirmation of the sale, then and thereupon the proceeds of said check will be subject to be applied to any damage sustained by reason of the failure to comply with said bid, a part of which damage if specifically fixed as the expense of a resale and the difference, if any, between the amount bid for the property by such bidder and the amount for which it is sold at a subsequent sale if that amount be less than the amount bid at the sale of May 2, 1961. All such checks deposited by bidders whose bids are not accepted shall be returned at the conclusion of the sale. And the successful bidder, when his bid has been duly confirmed, shall pay the balance due for said property in cash or certified or cashier's check, as aforesaid, upon de-

livery of a deed of conveyance to him executed by the Commissioner in form and substance approved by the court upon the confirmation of the sale or sales by an order of this court. A person desiring to bid at both of said sales must make the required deposit at each.

On May 15, 1961, a hearing will be held before the District Court of the United States for the Northern District of Georgia, Gainesville Division, at the United States Court House, Gainesville, Georgia.

At said hearing, the Court will consider the report of sales to be filed by the Commissioner on or before May 10, 1961, and will decide whether or not the sales shall be confirmed, and, if they or either of them is or are confirmed by the Court, a deed or deeds and bill or bills of sale will be executed by the Commissioner to the successful bidder or bidders.

The deed or deeds or real property and the bills of sale or personal property will contain no covenants, warranties or representations by the Commissioner (and may contain an affirmative negation of any covenant, warranty or representation) and will be executed by the Commissioner so as to convey, free from liens, any and all right, title and interest the Tallulah Falls Railway Company may have in and to the properties conveyed.

Documentary stamp taxes, if required, shall be paid by the successful bidder or bidders.

Personal property will be sold "as and where is" but a purchaser shall have the right (for a period of six months) of ingress and egress over, in and from the real property described, for the purpose of removing the personal property therefrom.

Upon arrangements made with the undersigned Commissioner, the properties real and personal may be inspected by intending bidders who may also examine the full text of the order of court aforesaid.

Sidney O. Smith, Jr.,  
Commissioner aforesaid  
400 Jackson Building  
Gainesville, Georgia  
LEnox 4-3545

[ADVERTISEMENT]

## RAILROADING AFTER HOURS WITH JIM LYNE

**PROUD FRENCHMEN**—I've been making my way through a popular-type book—intended to explain to the French people the merits of their railways. The author is Louis Delacarte, head of the sales department of France's railway system (SNCF).

M. Delacarte is justly proud of the technological and service improvements his railways have made—and their success in holding onto their traffic, passenger as well as freight. He has a lot to say about the rapid advance of electrification (using regular commercial current at 25,000 volts) and the locomotives they have developed, one of which made 272,000 miles in 7 months, without intermediate shopping.

French railroaders know their business—no doubt about that. But the modernity of their plant stems at least in part from the liberality of the government in providing generously for capital expenditures, and picking up the check for a lot of "social services" that U.S. railroads are expected to defray from their earnings.

**STATION NAMES**—Canada has a generous quota of euphonious Indian names of towns (and stations). Alfred Matte of the CNR's development department has sent me quite a list. Most of these names, I believe, have about the same accent on all syllables, with perhaps a little emphasis on the last one. Here are a few of them (with pronunciation, if questionable, indicated in parentheses):

Abenakis (Ahbaynahkee), Baskatong, Catarauqui ( . . . kwee), Chicoutimi (Sheecootemee), Gananoque (Gahnahnokhway), Kaministiquia ( . . . kweeah), Kazabazua, Kenogami (Kaynogami), Malagawatch.

Canada also has a lot of French station names that most English-speaking Canadians don't seem to have much trouble in pronouncing, but most of us south-of-the-bor-

der boys usually mangle them. (Example: Vaudreuil, just west of Montreal, which, as I recall, is pronounced Vohdroy.)

As for us, we have trouble agreeing on the pronunciation of a lot of our own really important place names—for example, New Orleans, Los Angeles and St. Louis.

**UNIONS & PIGGYBACK**—One of our readers (J. W.

Smith) believes we should exhort the railroad brothers to get busy and fight back at Hoffa's effort to put piggybacking and 3-level auto-hauling cars out of business.

Our guess is that the railroad brethren are getting the word around, all right. They just don't happen to be egotists like Hoffa who seems to be unhappy unless he gets his name in the newspapers every day.

Reader Smith believes railroaders are more deeply loyal to their occupation than truck drivers are—and need only effective leadership to make their influence felt. I'm sure he's right. Of course, the right way to settle such issues as this is judicially, in the public interest—not by pressure politics; but writing your Congressman is no sin.

**LAND USE IN CITIES**—I note that a British expert in urban transportation (Dr. R. J. Smeed, as reported in the London "Economist") has come up with some figures to show the total area a city has to set aside for transportation, depending on what mode of travel the people use. The area needed to move one person one mile during rush-hour travel is 1 sq. ft. by rail, 3 sq. ft. for a pedestrian, 4-10 sq. ft. for bus travelers, and 14-70 sq. ft. for a private autoist.

If land is worth anything in big cities, it would seem that they are surely wasting their assets if they do not encourage commuting by rail in every way they can.



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## Automatic Train Operation Slated to Be AIEE Subject

Automatic operation of trains and the application of computers to land transportation will be featured topics of a Railroad Computer and Automation Conference to be held June 6-7 in Cleveland, Ohio. Sponsored by the American Institute of Electrical Engineers Land Transportation Committee, the conference will include these papers:

- New York City Transit Authority Automated Trains, presented by R. G. Welch, division engineer, NYCTA.
- Opportunities for Computers in Land Transportation, by R. S. Gillette.
- Experience of the French National Railroads in the Field of Remote Controlled Train Operations, by J. C. Blumstein, French National Railroads.
- Automation of Mail Handling in Railroad Terminals, by G. H. Hines and E. H. Abbe, General Electric Co.
- Recent Developments in the Operation of Unmanned Locomotives and Trains, by L. R. Allison, Union Switch & Signal Co.
- Heuristic Train Dispatching, by J. L. Gable.

An added feature of the conference will be inspection trips scheduled to be made to the Cleveland Rapid Transit System and the Chesapeake & Ohio's computer center.

## Letters from Readers

### 'ICC's Moral Duty'

New York

To the Editor:

I have just read your editorial in the March 6 issue of *Railway Age*, "ICC's Moral Duty," in which you very properly take issue with the ICC on their recent decision denying our contract rates between Amsterdam and Chicago. I congratulate you heartily on the excellent wording of your editorial and the fine points that you make in it.

A. E. Baylis  
Vice President  
New York Central

### 'America the Obsolete'

To the Editor:

Your report on antiquated depreciation policies is extremely interesting. I believe railroad equipment is used longer than equipment in any other industry. For instance, I have two coal stoves in my station, in a town of about 3,000 people. The latest patent date shown on them is 1905. All the business houses and industries we serve heat with gas. Some stations do not have water and some do not have electricity.

C. J. Ownby



Real down-to-earth

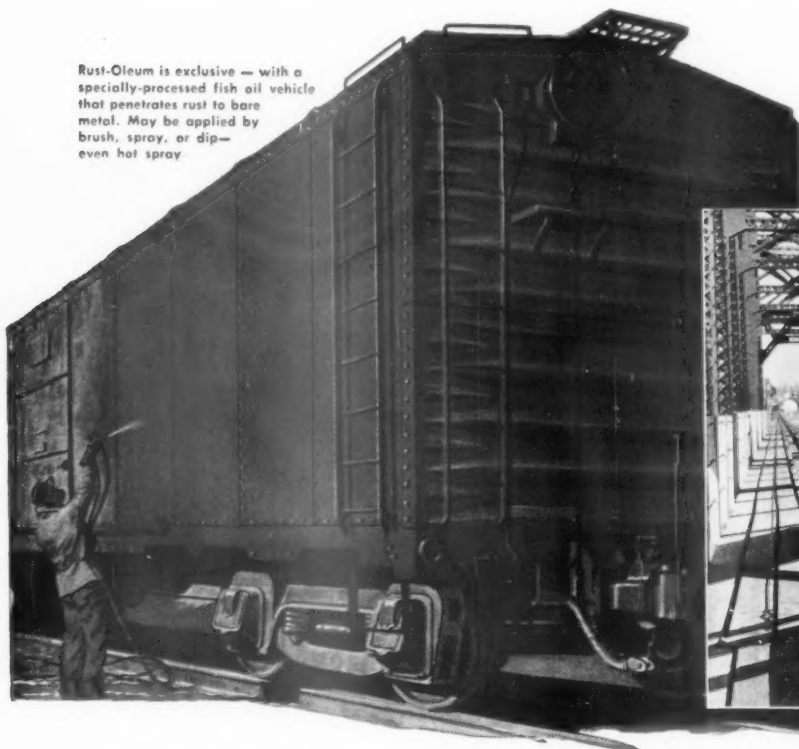
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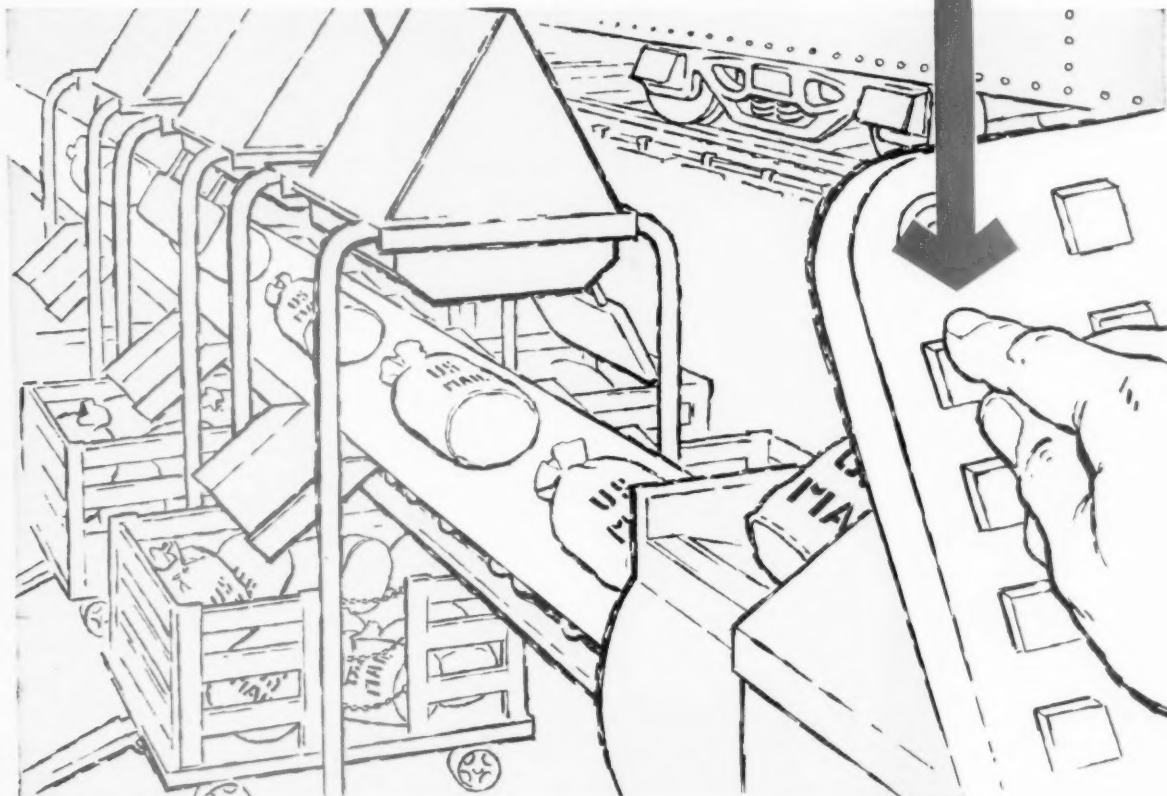
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By carefully integrating machines, electronics, and human dynamics, Aerojet-General has developed a unique system which automatically guides mail sacks to their proper destinations. The old method of manually sorting, stacking, and hauling is eliminated with the installation of an Aerojet Sack Sorting System.

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# Market Outlook

## Carloadings Show Nominal Rise This Week

Loadings of revenue freight in the week ended April 8 totaled 505,930 cars, the Association of American Railroads announced on April 13. This was an increase of 13 cars over the previous week; a decrease of 94,817 cars, or 15.8%, compared with the corresponding week last year; and a decrease of 113,338 cars, or 18.3%, compared with the equivalent 1959 week.

Loadings of revenue freight for the week ended April 1 totaled 505,917 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS For the week ended Saturday, April 1			
District	1961	1960	1959
Eastern .....	74,604	92,001	93,487
Allegheny .....	81,980	113,630	114,999
Pacahontas .....	41,086	48,999	46,275
Southern .....	106,146	117,351	111,055
Northwestern .....	53,696	63,126	62,683
Central Western .....	103,947	111,957	113,771
Southwestern .....	44,458	50,543	48,322
Total Western Districts .....	202,101	225,626	224,776
Total All Roads .....	505,917	597,607	590,592
Commodities:			
Grain and grain products .....	48,022	50,894	46,717
Livestock .....	4,156	3,734	5,168
Coal .....	82,419	99,009	91,610
Coke .....	5,720	10,905	10,883
Forest Products .....	34,349	39,615	36,765
Ore .....	14,641	27,239	21,588
Merchandise l.c.l. .....	31,245	38,739	43,228
Miscellaneous .....	285,365	327,472	334,633
April 1 .....	505,917	597,607	590,592
March 25 .....	500,333	601,085	604,392
March 18 .....	506,583	581,494	603,885
March 11 .....	492,582	560,256	596,180
March 4 .....	501,121	557,999	595,475
Cumulative total, 13 weeks .....	6,383,184	7,576,749	7,557,753

### PIGGYBACK CARLOADINGS.

U. S. piggyback loadings for the week ended April 1 totaled 11,126 cars, compared with 11,267 for the corresponding 1960 week. Loadings for 1961 up to April 1 totaled 134,107 cars, compared with 134,433 for the corresponding period of 1960.

**IN CANADA.**—Carloadings for the ten-day period ended March 31 were not available as this issue of Railway Age went to press.

## New Equipment

### FREIGHT-TRAIN CARS

► *Denver & Rio Grande Western.*—Ordered 150 70-ton covered hoppers from Greenville Steel Car Co., for delivery in July.

► *Great Northern.*—Ordered 10 40-ton steel cabooses from International Car for delivery in May and 50 50-ton box cars from Pacific Car & Foundry to be delivered in August.

► *Union Pacific.*—Purchased 65 70-ton, roller bearing-equipped covered hoppers from Pullman-Standard.

► *U. S. Government.*—Ordered 23 100-ton helium cars from ACF at a cost of \$2,300,690.

### FREIGHT-TRAIN CARS—SPECIAL

► *American Steel Foundries.*—Is reducing the prices of some of the major cast steel components it produces for the railroad industry. The new price schedules, effective April 11, result in reductions of about 3% on side frames and bolsters.

### LOCOMOTIVES FOREIGN—

► *Burmese Railways.*—Seeks bids by May 31 for supply of 45 1,000-hp and five 2,000-hp diesel-electric (meter-gage) locomotives. General specifications and drawings may be obtained from the Commissioner of Railways, Bogyoke Aung San Street, Rangoon, Burma, on payment of \$14 a set.

► *National Railways of Mexico.*—Ordered 23 1,800-hp six-axle road switchers from Alco at a cost of \$5,440,621. Deliveries, now in progress, will continue through early May.

## Capital Expenditures

► *Canadian Pacific.*—Plans to spend \$54 million in 1961 as follows: \$17,761,345 for new equipment, including 1,300 box cars and 100 covered hopper cars; \$1,668,990 for station and roadway buildings; \$289,100 for shops and enginehouses; \$1,680,334 for bridges, tunnels, and culverts; \$19,042,703 for existing trackage, \$4,008,840 for new trackage, and \$1,779,250 for other road facilities; also shop machinery, \$202,400; highway vehicles, \$385,385; steamships, \$2,500,000; communications, \$2,601,800; hotels, \$2,030,972; and miscellaneous facilities, \$15,500.

## Maintenance Expenditures

► *Down 8.0% in December.*—Expenditures by Class I roads for maintenance of equipment, way and structures in December 1960, were down about \$20 million, compared to the same month in 1959, according to report of AAR Bureau of Railway Economics summarized below:

	Dec. 1960	Dec. 1959	% Change
Maintenance of Way and Structures .....	\$ 94,133,826	\$100,485,412	-6.3
Maintenance of Equipment .....	136,142,457	149,814,760	-9.1
Totals .....	230,276,283	250,300,172	-8.0

# Senate Group Told of Piggyback

► The Story at a Glance: Any fears that the railroads are on the defensive in the current piggyback hassle were dispelled quickly last week. Railroad witnesses, appearing before a Senate subcommittee in Cheyenne, Wyo., put the accent on progress and left the wailing wall for sole occupancy by anti-TOFC elements at the hearing.

Clair M. Roddewig, president of the Association of Western Railways, summed up the railroad position: Piggyback represents progress—and progress should not be halted or hampered by “selfish legislation.” The carriers, he said, “are cooperating with shippers in developing means of providing more satisfactory transportation services and of reducing transportation costs. They are sharing the resulting savings with the shippers.”

Teamster-inspired attacks on piggyback ran into sharp counterattacks, as a subcommittee of the Senate Committee on Interstate and Foreign Commerce (headed by Sen. Gale W. McGee, Wyoming Democrat) launched a one-day probe of TOFC rates and services. Railroad witnesses—among them the president of the AWR, traffic men from three western roads, labor representatives and an officer of a rail trucking subsidiary—hammered hard on one specific point: That the advances made possible through piggyback are solidly in the public interest.

The boom in new-car shipments by rail—a major factor in Teamster complaints—got top-priority attention in railroad testimony.

Teamster General President James R. Hoffa and his union, Mr. Roddewig declared, “have placed great emphasis on the effect railroad piggyback service is having on truck drivers and other employees of the motor carrier industry who are members of the nation’s largest labor organization. Particular emphasis has been placed on the fact that some members of the Teamsters union, who formerly drove tractors pulling racks loaded with new automobiles, are now unemployed.

“We know this is true, because the railroads are now transporting a considerable number of new cars in piggyback service and a growing number on newly-developed bi-level and tri-level railroad cars which have been designed for this service.

“We are quite willing to tell the public that this relatively new piggyback service and the use of these newly-developed railroad cars make lower freight charges possible per new automobile

than [those] charged by the over-the-road haulers. This represents progress in transportation, and a portion of the economies resulting from these service and equipment innovations is being shared with the shippers. We in the railroad industry think it is good for the nation’s economy—but evidently Mr. Hoffa and his Teamsters union would like to have Congress enact a law against it.”

The carriers, Mr. Roddewig added, “suspect that this attack by the Teamsters union on railroad piggyback service is just one prong of a many-pronged attack to place the railroad industry in a legalized regulatory strait-jacket which would preclude competition with newer forms of transportation. . . If the efforts of these selfish interests are successful, it would mean slow death for the nation’s railroads as a privately-owned industry. The railroad industry cannot exist if it is denied the right to compete on a fair and equal basis with other modes of transportation.”

AWR’s president noted that “so far as I am informed, there is no proposed legislation pending in Congress which specifically refers to piggyback service.” But he called attention to two bills—S. 1197 and S. 1089—which “would nullify the competitive rate-making freedom authorized in the Transportation Act of 1958.”

Other railroad witnesses also stressed the piggyback-is-progress theme.

J. E. Gilliland, Frisco’s vice president—traffic and industrial development, told the subcommittee that his road’s auto-piggyback rates were established in cooperation with motor common carriers. Experience, he said, “proved that the shippers have found this new service satisfactory and used it for a portion of their shipments. It by no means replaced the over-the-road movement of automobiles and there is little prospect that it will ever completely replace such movements.”

Multi-level cars and rates, he added, represent a further step forward in new-car movement.

“As far as the Frisco is concerned,” he commented, “our progress in this field has been materially aided by the close cooperation of some well-established motor common carriers of automobiles. Together we have produced a new transportation service which is proving to be highly attractive to the shippers.”

Warren F. Wheeler, assistant general manager of Burlington Truck Lines, called attention to piggyback as a job-producer for the Teamsters. At least 75% of BTL employees are Teamster members, he said, and “if it were not for piggyback, the number of Teamster members employed by our company would be drastically reduced.”

Uinta County (Wyoming) Commissioner Verne A. Taylor urged the Senate subcommittee to see “the necessity for continuation of free competition without further regulations in the piggyback method of transportation on our railroads.”

Commissioner Taylor testified that 46.3% of his county’s property taxes were derived from railroads while Uinta County had received nothing in license regulation fees or county property taxes from interstate truck and bus lines during the past five years.

Robert J. Fiala, manager of merchandise traffic for the Burlington (Railroad), termed it a “serious waste of a vital national resource to allow any type of artificial restriction to prevent the natural and healthy growth of piggyback service.”

Mr. Fiala denied charges that piggyback rates are discriminatory. Burlington policy, he said, is to establish competitive rates—and “in view of the fact that our piggyback rates are comparable to truck rates, the increase in our piggyback business is obviously not attributable to rate considerations, but to such other factors as the furnishing of good equipment, dependable service in all kinds of weather, prompt settlement of

## Trucker Buys RR Stock

Spector Freight System, in its annual report, told shareholders that it owns over 100,000 shares of Erie-Lackawanna Railroad stock. The motor carrier said that the stock was purchased in 1959 for over \$1,250,000 as part of a plan to improve and increase Spector’s piggyback freight service.

“We feel that a closer top-level understanding and working relationship has been established which will serve the best interests of the company,” the report stated.

Spector is one of six truckers which joined with Rail-Trailer Co. to form T.O.F.C., Inc. a new firm to finance, build and operate piggyback terminals in cooperation with The Erie-Lackawanna (RA, April 10, p. 35).



# Progress

claims and the general benefits that result from dealing with an experienced transportation organization."

Opposition testimony came from an attorney appearing at the televised hearings in behalf of a Denver Teamster local. He said that he was convinced that rate-cutting practices had resulted in serious local areas of unemployment without corresponding gains elsewhere and he urged the ICC to apply the philosophy of "some price discrimination statutes" even though they are not technically applicable to the situation.

The railroad counter-offensive was ably supported by the strong voice of railway labor raised in opposition to the Teamster charges.

O. R. Lungborg, vice president, ORC&B, led the attack as he reaffirmed his union's support of rail management's arguments at the hearings. L. L. Spracklen, CB&Q passenger conductor and former BRT state legislative representative in Wyoming, testified in behalf of the railroads as did J. L. Nielson, Wyoming legislative representative, BLF&E.

Mr. Nielson said, "It is our contention that if the railroads can haul various types of merchandise at a more economical and realistic price for the consumers, the consumers are entitled to such savings. We do not see any need to pass laws taking that economic privilege away from the railroads while granting it to their competitors."

More ammunition for the railroad arsenal came from C. O. Showalter, freight traffic manager—rates, Union Pacific. As for piggyback rates, he said, it does not violate "either the law of the land or the law of economics for one type of carrier to attract traffic by doing a better job at a lower cost that still results in a profit."

Piggyback rates, he declared, are fully compensatory—UP's earnings on transportation of automobiles are about the same as on mixed carloads of highly-manufactured articles, and nearly double the road's average compensation on all loaded freight car movements in 1960.

The railroads, Mr. Showalter concluded, believe that "progress and technological improvement are essential to efficient operation in the transportation field, and that the public is entitled to the best service that the railroads or motor carriers or both can offer. This is exactly what railroad piggyback does and exactly what the railroads have been trying to do with multi-deck cars in the hauling of new automobiles."

## CANADA SEEKS LESS RR CONTROL (Continued from page 9)

program for doing so. Judging from the historic respect paid to Royal Commission reports in Canada, the chances are considered good that this program will be accepted by the government.

Last week's report cites four major areas of railway operation in which changes should be made—uneconomic passenger service, unprofitable branch line operations, statutory rates on export grain traffic and statutory free transportation. But it also recommends that changes in most of these areas be phased out to minimize disruptions to the Canadian economy; and it recommends "public assistance" payments to the rail carriers (close to \$100 million in 1961, for example) to reimburse them for services they must render while the changes are taking place.

This assistance, the commission says, would be largely self-liquidating. Elimination of the deficits from passenger operations, for example, should be carried out over a five-year period. Payments to the railways would drop from \$62 million in 1961 to around \$12 million in 1965.

In summary, the four areas dealt with in the commission's report are these:

(1) Passenger-train service. Uneconomic passenger services exist over the whole length and breadth of the nation, varying only in intensity. They are, the commission says, both a national obligation and a burden upon the railways.

Pending the elimination of these unprofitable services, and to relieve freight shippers and the railways during this period, the commission recommends the payment of "adjustment grants." Such grants should be tied to operating deficits, with no allowance for return on investment. This reflects the commission's view that railroads should not be encouraged to remain in unprofitable segments of the passenger business.

The report suggests the government pay the existing annual deficits, or the adjustment grant, whichever is less. On this basis the 1961 payments of \$62 million to the industry are indicated.

Meanwhile, to overcome the uneconomic passenger-service problem within five years, changes in law and public attitudes are necessary. Railways should be allowed to discontinue a service upon application to the Board of Transport Commissioners "except when the board is satisfied that no reasonable alternative public highway exists."

(2) Unprofitable branch lines. The commission says it has sufficient evi-

dence "to support the conclusion that there are many miles of railway line in Canada that do not pay for themselves." Truck and automobile competition has made many branch lines "excessively" unremunerative—has, in fact, largely removed the necessity for them.

"There is, in our view, no doubt about the ultimate necessity of consolidating rail plant to conform to those functions which can still be performed profitably by rail," the report says.

However, abrupt abandonment of such lines would cause dislocations. Hence, the recommendation that losses up to a maximum of \$13 million a year be met by a fund to be administered by the Board of Transport Commissioners. Such payments would be for continued operation of branch lines the railways are prepared to abandon.

Rationalization of the present railway plant to current needs may require as much as 15 years, the commission says, but as progress is made the need for public payments to offset losses will decline.

(3) Statutory rates on export grain traffic (so-called Crow's Nest Pass rates). This issue, labeled "contentious" by the commission, produced more testimony than any other item facing the commission.

Railroad witnesses attacked the present rates, established by law in 1897, as "unremunerative"; grain interests and the provincial governments in Manitoba and Alberta argued otherwise. Costing became a key, with the commission itself finally divided on the value of techniques used. The commission majority did find, however, that revenues from these statutory rates "fell short of the expenses" in the base year of 1958. And it recommended that railways be relieved of the burden to the extent the carriers can demonstrate their annual losses. Such payments, on the 1958 basis, would have amounted to about \$11 million each to CN and CPR.

(4) Statutory free transportation. It is time, the commission says, to lift the obligation put upon railways by law to carry many persons free.

If the remedies suggested in these four areas are applied, Canadian railways will be able to make necessary adjustments without disturbing the competitive nature of the present transport system, the commission says.

The commission believes it is time to relax railway regulation to enable the carriers to meet their competition. Regulation should be retained only where competition has not yet been effectively reached, it concludes.

nels of greatest economy; and that a large part of the nation's transport plant (particularly railroads) is becoming obsolete.

Despite all the governmental study that has been given to transportation policy, he went on to say, practically none of the recommendations of these studies has been put into effect. Furthermore, he said:

"The struggle of groups and localities to subvert the national interest to their own regional or imagined interests appears only to be beginning."

Mr. Barriger raised the question of whether railroads are coming or going—and said that national transportation

policy does not consist in the pious words which serve as a preamble to the Interstate Commerce Act, but rather in the actual behavior of government toward the various modes of transportation. He emphasized the point that efficient railroad service is necessary to the economic well-being of the country, and indicated that railroad service has to have volume in order to be economical.

Mr. Forgash declared himself champion of competition in transportation—indicating that he would like to see the competition carried out in the realm of economics, rather than in politics. As he saw it, it is the failure of the ICC to

yield to political pressures that has given rise to demands that railroad rates be subjected to increased legislative restraint.

Following the addresses by Messrs. Barriger, Forgash and Williams, Mr. Lyne presented a summary of their recommendations and concluded by declaring that the transportation problem is "essentially a moral problem." Informed people, he said, know what must be done toward correcting conditions; and to know the right answers and fail to apply them is "perilously close to treason, considering the precarious position of our nation in the world today."

## Six RRs and REA Join Trailer Pool

Six major eastern and southern railroads, plus REA Express, are the first members of the new national railroad trailer and container pool now being formed by REA Leasing Corp. (RA, Dec. 19 26, 1960, p. 9.)

"Pooling of equipment, its flexible availability at strategic points, and centralized control and billing offer railroads and other carrier and shipper users a promising opportunity to increase trailer and container utilization and produce substantial savings," said

W. B. Johnson, president of REA Express and subsidiary REA Leasing Corp., in announcing the first members to join the pool.

The railroads that have executed the uniform railroad membership agreement are Atlantic Coast Line; Chesapeake & Ohio; Louisville & Nashville; New York Central; Pennsylvania; and Richmond, Fredericksburg & Potomac.

A total of 501 trailers and containers have been acquired by REA

Leasing Corp. to be used in the initial operations, Mr. Johnson said. Discussions and studies of specific equipment needs are now being conducted with a number of roads, Mr. Johnson added, in a talk before shippers, transportation leaders and military and public officials at the Pittsburgh Hilton Hotel.

Pool membership, Mr. Johnson pointed out, entitles the carriers to lease piggyback trailers or container equipment and provides for the interchange and movement of equipment over their respective lines on the basis of per diem charges.

As basic railroad membership operations are established throughout the nation, REA Leasing plans also to provide equipment for forwarders, motor carriers and others, including shippers, who desire trailers for piggyback or general use.

First road to get new equipment is the L&N, which has put into its piggyback service the first 25 new, all-aluminum 40-foot tandem-axle vans, each carrying the railroad's identification as well as pool markings. They were manufactured to REA Leasing's specifications by Strick Trailers, Philadelphia, a division of Fruehauf Trailer Company.

REA Leasing's initial supply of 20-foot Strick-Tainer containers on demountable semi-trailer chassis is being used for express traffic.

The mechanized central rail car accounting facilities and nation-wide private wire services of REA Express are being used to provide accurate and swift control of the trailer pool. REA automotive centers throughout the country will provide both shop and field repair and maintenance work.

### NYC To Propose Two-System East

New York Central last week served notice of its intention to "present to the Interstate Commerce Commission [when C&O-B&O merger hearings open June 19] a feasible, practical plan which will protect the territory, the customers, the owners of the affected railroads, and most importantly, the public against haphazard affiliations such as that being proposed for C&O-B&O."

In a widely distributed pamphlet, Central disputed the C&O-B&O claim that the two roads would be able to effect major economies through joint operation.

"Both the shipping and the traveling public can benefit through mergers of railroads," the pamphlet noted, "but when there is no great amount of duplicate rail capacity and facilities such as terminals, track, piers and passenger accommodations, no substantial savings can be achieved through merger. . . Only through inclusion of the Central will this merger result in the

major economies through elimination of duplicate facilities which in turn will result in service improvements," the Central contended.

Those receiving what Central called its initial "White Paper" were promised additional communications giving more detail on the pro's and con's of the B&O-C&O proposition.

These will include a plan NYC will present to the Interstate Commerce Commission for creating two massive, competitive systems in the East.

One of these, under the NYC plan, would be built around a three-way merger of C&O-B&O-NYC and would include Western Maryland, Reading, Jersey Central Lines, and the P&LE as well as smaller affiliates of the New York Central.

The other system would be the one Central says it fears is in the making: a merger based on the Pennsylvania and including N&W, Nickel Plate, Wabash, Lehigh Valley, and Erie-Lackawanna.

# RRs Cross-Examined on Rules

► **The Story at a Glance:** Counsel for unions representing operating employees are now cross-examining management witnesses at public hearings which the Presidential Railroad Commission is holding in the so-called "featherbedding" case. Until last week's sessions, the "op" counsel had waived cross-examination because of their opposition to the public-hearing procedure. Meanwhile, management witnesses continued the presentation in support of the demand for relief from crew-consist rules and laws.

Abandonment by "op" counsel of the no-cross-examination position was formally announced to the Presidential Railroad Commission last week by Harold C. Heiss, chief counsel for the unions.

The primary reason for taking the now-abandoned position was a feeling that cross-examination "is incompatible with the study procedure we have so urgently asked the commission to pursue," Mr. Heiss said. The "ops," he added, believe that the commission "has gone astray in a fundamental respect in not adopting our procedural suggestions."

"However that may be," Mr. Heiss continued, "it appears to us now that a major part of our activity here for an indefinite period of time will be concerned with hearings. The following is a present position we have arrived at with reluctance, namely, that we feel that a revised attitude on the matter of our questioning may be compelled by the circumstances. So I, or one of my associates, will wish to ask some questions in the interests of clarification, and expediting our own preparation. We will do our best to reduce hearing time and will not extend our inquiries beyond necessities."

First of the management witnesses to be cross-examined was E. H. Hallmann, director of personnel, Illinois Central, who had testified on the crew-consist issue. Management's presentation on that issue at last week's hearings also included evidence offered by Robert L. Grimes, trainmaster, Louisville & Nashville, and Glen P. Brock, president, Gulf, Mobile & Ohio.

Mr. Brock estimated that elimination of unneeded manpower due to obsolete work rules would bring potential savings of \$1,330,000 a year to the GM&O. He added that, if his road were also permitted to combine road and yard service, the overall savings would amount to more than its 1960 net income.

"We are," he said, "paying, alto-

gether, about \$3,600,000 a year, more than double our net income last year, for unneeded manpower, because of restrictive rules. . . . This is a shocking, fantastic waste which should not be permitted to continue."

The GM&O president also discussed the fireman issue which involves management's demand for elimination of firemen from diesel locomotives in freight and yard service. He said today's freight train movements are so controlled by electronic devices as to

provide safe operation "in a way that firemen cannot possibly do."

The fireman, as Mr. Brock put it, "is a passenger" on all road-freight and yard engines. "There is very little for him to watch, except other members of the crew at work. He may occasionally reset a ground relay or an over-speed trip, or spend a few minutes passing signals to the engineer. He has made, at best, an insignificant contribution to the operation," the GM&O president declared.

## Trucking 'Dislocation' Decried

Chairman Magnuson of the Senate's Interstate Commerce Committee thinks the ICC should be more aggressive about implementing the national transportation policy. He complains specifically about what he calls the Commission's failure "to meet head-on the policy questions" posed by piggybacking, which has brought "tremendous dislocation in our vital trucking system." It's the success of railroad piggybacking service in attracting traffic which prompted James R. Hoffa, president of the International Brotherhood of Teamsters to launch his drive for legislation to emasculate what rate-freedom provisions the Interstate Commerce Act now has.

Chairman Magnuson, who is senator from Washington, expressed his view that the transportation policy is not being implemented in an April 10 address before the Western Highway Institute at Phoenix, Ariz.

Noting that he was a member of Congress when the policy was adopted in 1940, he supplied this interpretation of what Congress did not and did have in mind:

"We did not intend that unrestrained competition live until interstate common carriage died. We did not intend that decisions be delayed because they were tough to make. In short, we did not intend to create a group of apologists for a deteriorating system. We did intend a dynamic agency that worked hardest and longest when the chips were down."

The senator went on to say that his committee was going to work with the Administration of President Kennedy "to give all modes the decisive, efficient, far-thinking regulatory pattern they deserve." Recognizing that the ICC has recently been making substantial changes in its organization and procedures, Mr. Magnuson nevertheless called for more such "surgery." He

wants the Commission to become "as dynamic and well-staffed as the companies under its jurisdiction."

The senator's discussion of the piggybacking situation recalled that "the last time the ICC made any policy approach to the issue was in the New Haven case in 1954." He called the seven subsequent years "rapidly changing years," and added:

"I am not in opposition to technological advances that further the public interest. But in the case of piggyback, careful study, skillful planning, and clear policy guidelines could have turned costly revolution into a sane, orderly evolution."

In other parts of his address, the senator complained of "the gap between regulatory responsibility and regulatory performance," and the offering of "excuses for inaction." He also called for an "early-warning system" that anticipates transport trends, because "problems cannot be satisfactorily solved when their impact is upon us." Mr. Magnuson also said:

"Today—21 years after the transportation policy was written—we find: (1) coastwise and intercoastal carriers practically defunct; (2) truck lines realizing so little out of their revenue dollar that continued operation and capital replacement is jeopardized; (3) railroads requesting a federal 'emancipation proclamation' as a result of low earnings."

## Dividends Declared

**ALGOMA CENTRAL & HUDSON BAY.**—25¢, quarterly, payable June 1 to holders of record May 15.

**ATCHISON, TOPEKA & SANTA FE.**—30¢, quarterly, payable June 1 to holders of record April 28.

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**LOUISVILLE & NASHVILLE.**—75¢, quarterly, payable June 12 to holders of record May 1.

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## You Ought To Know...

**Piggyback** revenues on the Erie-Lackawanna exceeded \$10 million, in 1960, Chairman H. W. Von Willer reported at the road's annual meeting. The New York-Chicago T.O.F.C. service being set up with Rail-Trailer company and six trucking firms (RA, April 10, p. 35) could eventually produce revenues of \$20 million annually, he added. Other bright spots: E-L's passenger revenues were up nearly 3% over 1959; plans are underway to consolidate long-distance passenger trains which E-L operated separately in pre-merger days; plans are proceeding subject to a government-backed loan, to build a \$7.5-million freight yard at Buffalo. E-L President M. J. McInnes said the yard will pay for itself in less than four years.

**Another dividend** was paid by L&N's \$31-million freight yard modernization program April 12, as the new Wauhatchie Yard (near Chattanooga, Tenn.) was placed in service. It's the fourth new yard to be opened by L&N in the past eight years. Wauhatchie Yard, part of a \$4.8-million Chattanooga-area improvement program, can handle up to 2,500 cars per day. It replaces an older facility which will now be cleared to provide sites for industrial development.

**New commissioners** at the ICC have got their assignments. Commissioner John W. Bush is a member of the Commission's Division 3, Finance, Safety and Service, and Commissioner William H. Tucker is a member of Division 1, Operating Rights. In these assignments, Mr. Bush succeeds former Commissioner John H. Winchell and Mr. Tucker succeeds Commissioner Rupert L. Murphy who is thus relieved to devote his time principally to his new duties as vice-chairman of the Commission.

**The so-called Sealdtank Case**, No. MC-8902 (Sub-No.12), has been decided by the ICC. The issue was which truckers are authorized to handle flowable, fungible commodities when tendered in collapsible and stackable containers. The Commission held that (1) general commodity truckers, whose operating authorities contain restrictions against transportation of commodities in bulk or those requiring special equipment, may transport flowable, fungible commodities when they are tendered in dismantled c.&s. containers, whether supplied by the carrier or the shipper; (2) general commodity carriers, as described above, may not transport such commodities when tendered for a premounted c.&s. container; and (3) tank-truck carriers may transport such commodities when tendered for a premounted c.&s. container whether supplied by the carrier or shipper.

**Flat railroad allowances**, in addition to mileage payments, for use of privately-owned tank cars in Official Classification territory have been disapproved by the ICC. The condemned payments would have been \$12.50 and \$15.50 on loaded tank cars (8,000 gal. capacity and over) carrying alcohols and solvents, and sulphuric acid, respectively. They would have been in addition to present allowances of 5.5 cents per car-mile. The railroads proposed them to regain short-haul traffic lost to tank trucks. They were opposed by National Tank Truck Carriers, Inc. The Commission found no evidence justifying the proposed departures from the uniform mileage payment plan and the "historic practice" of providing that allowances paid to a shipper-lessee must not exceed the rental paid by the lessee to the car owner.

**Suspension** of ICC authority to approve railroad mergers until Dec. 31, 1962, is proposed in House Joint Resolutions 355 and 365, introduced respectively by Representatives Bennett of Michigan and Staggers of West Virginia. Such a suspension is part of the anti-merger program of railroad labor unions (RA, April 3, p. 9).

**New HD tank car** of Union Tank Car Company has failed again to get ICC clearance. Reporting on further hearing in No. 32258, the Commission's Division 3 has denied Union's petition for approval of the new design which embodies several innovations including the elimination of running boards.

**The first** of 100 refurbished passenger coaches have gone into service on the New Haven. These renovated cars will be put into service at a rate of two per week. Meanwhile, NH stockholders have approved acquisition of 100 new commuter coaches. Fifty of these will be leased for a 25-year term from the Port of New York Authority, the rest purchased under conventional private financing. Estimated cost of the equipment: \$20,000,-000. (RA, March 13, p. 6.)

**Railroad unification**, developments in rail movements of automobiles and the role of volume and incentive rates in ratemaking will be among the subjects discussed at a meeting of the Railroad Transportation Institute, April 18-19 at the Palmer House in Chicago. Speakers will include J. E. Gilliland, vice president traffic-industrial development, Frisco; Owen Clarke, vice president C&O; and Ross L. Thorfinnson, vice president-traffic Soo Line.

**First shareholder vote** on the GN-NP-CB&Q-SP&S unification will come April 27 at Northern Pacific's annual meeting. A two-thirds vote will be required for approval. NP management, in the proxy statement, says it's been advised that certain stockholders may oppose the program and may present alternative plans, but "to the extent the management is aware of the nature of these proposals, it is of the opinion that they may not properly be brought before the meeting and it is the intention of the management to rule such proposals out of order if presented."

**ICC approval** will be asked of UP and SP's agreement to jointly acquire all capital stock of Portland Traction Co., a wholly-owned subsidiary freight line of Portland Transit Co., for \$4,275,000.



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# 'Jim Crow' Regulation

Some measure of consistency by government in dealing with transportation would work wonders. However, politics leans heavily for guidance on the folks back home. A stream seldom rises higher than its source. The Civil Aeronautics Board has been encouraging freight-carrying airlines to reduce their rates—below cost, if they wish—in order to build up volume tonnage, and thus dip more deeply into the business of surface carriers. The CAB is not just a regulatory agency—its really significant function is the promotion of commercial aviation.

A CAB examiner recently recommended a substantial federal subsidy for one of the all-freight airlines; and went on to propose a general program of subsidies for such carriers, for the express purpose of enabling them to capture traffic from surface transportation. This is undoubtedly pleasant for the air carriers, but a little rugged on the surface operators. The Supreme Court has ruled against discrimination in housing, schools, and public services. It has not yet got around to doing the same favor for the "second-class citizens" in transportation.

Back in the late forties, the Santa Fe had gone into the air freight business in a substantial way, providing high-quality service, closely co-ordinated with rail and railway transportation. It got no subsidies, and sought none. But the CAB forced the Santa Fe out of the air—the CAB having decided that it did not want to have railroads aloft. Thus, it shut off pioneering developmental work in air freight transportation—which was not costing taxpayers a cent—and now, thirteen years later, it is proposed that it foster such activity on a subsidized basis.

All of which raises the question of whether it is air freight transportation which really concerns the CAB—so much as the welfare of certain favored operators.

Santa Fe President Ernest Marsh, in a recent interview, pointed out that the freedom to make rates which will lose money is a "freedom not accorded to any other type of carrier." In the case of railroads, they are not only not permitted to go below their direct costs in making competitive rates—but are often required to hold rates substantially above costs, just to allow their rivals to capture the traffic. This kind of discrimination is certainly far more flagrant than the "separate but equal" accommodations that the Supreme Court has repeatedly forbidden in so-called "Jim Crow" laws.

The ICC, unlike the CAB with air transport, does not promote the business of the railroads—often quite the contrary. Meantime, waterway and truck operators accuse railroads of "selective rate cutting," when

they seek to meet their competition where it exists (while not meeting it at non-competitive points.) Our own belief is that "selective price cutting" is legitimate and necessary for any business subjected to competition. But the soundness or unsoundness of the practice is not the question here—instead, the question is whether it is sinful when engaged in by railroads, and commendable when practiced by other carriers.

This paper does not begrudge the air carriers—passenger or freight—any business they can get, while subjected to the traditional rules surrounding self-supporting private enterprise, and to exactly the same degree of regulation (no more, no less) as that applied to surface carriers. A plane offers speed for longer hauls that no surface carrier can match (so far, anyhow). And the surface carriers offer economy that the planes can't equal. The public interest will best be served if the two modes of movement are allowed to compete evenly without the big fat hand of government tipping the scales in favor of one and against the other.

Despite the difficult conditions that now confront railroads, as a result of their treatment as second-class citizens, we retain our optimism regarding the final outcome for several reasons, among which here are these three:

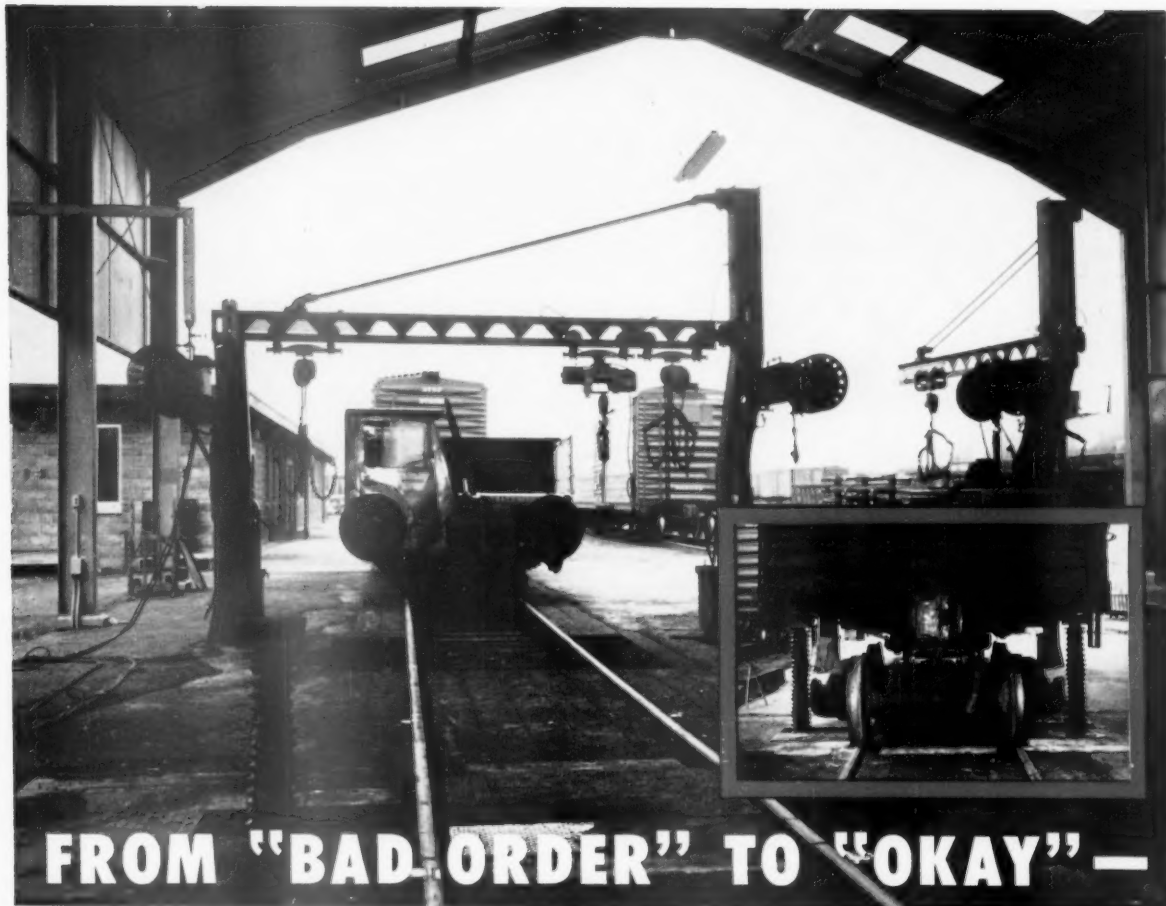
- More and more influential citizens are vocally awakening to the fact that, here and there, the very continuance of railroad service is threatened—and they're realizing that they can't get along without the railroads.

- It is being more widely recognized all the time that there's nothing ailing the railroads that will not instantly be corrected once government changes its one-sided practices in dealing with transportation—overindulging some modes and victimizing others.

- This country's opinion leaders (who are, really, the people who decide these questions) are not stupid—as they would have to be to tolerate much longer the transportation conditions they are putting up with now, and paying for so dearly. We read the papers—lots of them from all over the country—and there is evidence by the bushel that influential Americans know what's going on and that, one of these days before long, they will succeed in translating their understanding into public policy.

People running a business don't win customers or partisans by singing the blues or bickering. They get them by providing the best service their resources allow, while welcoming cooperation to improve it. The appeal of railroad men to the public is that of professional men to their clients' self-interest—not of mendicants seeking alms.

Victory will come one of these days, if railroads temper their necessary austerity with unflinching courtesy and indomitable confidence. Such confidence comes to those who take the trouble to master the facts of the situation (as set forth, for instance, in the AAR's "Magna Carta for Transportation"); and to explain what is going on whenever the opportunity arises. "Jim Crow" distinctions between different modes of transportation cannot be defended.



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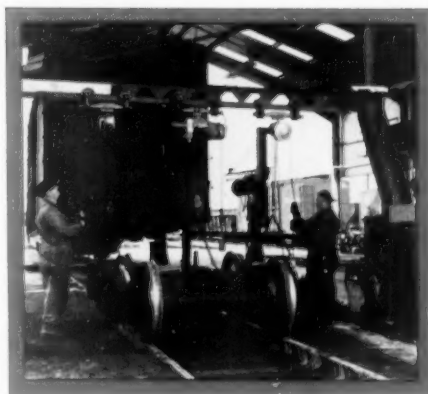
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